MASON'S
O K
SAUCE
THE COLD MEAT
SPECIALITY

# Hongkong Daily Press.

SUBSCRIB[illegible] ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

TO
[illegible]
AGAINST
THE GLARE
[illegible]
CROOKES' GLASSES.
N. LAZARUS
OPHTHALMIC OPTICIAN
[illegible] Queen's Road Central, HONGKONG.

No. 19,411. 號一十百四千九萬一第 日四初月七年申庚 HONGKONG, TUESDAY, AUGUST 17TH, 1920. 二拜禮 號七十月八年九國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

## JUST LANDED

ALLSOPP'S
BRITISH
PILSENER BEER

BREWED AND BOTTLED AT
BURTON-ON-TRENT.

SOLE AGENTS:

**CALDBECK, MACGREGOR & CO., LTD.,**
15, QUEEN'S ROAD CENTRAL.

Tel. No. 75.

[18

## CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16, and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKELESS DIAMOND.

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.

63

## A LING & CO.

18, QUEEN'S ROAD CENTRAL,
Hongkong.

FURNITURE AND PHOTO GOODS STORE.
GLASS, BEVELING, SIGN-BOARD AND MIRROR MAKER.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description in Stock.
DEVELOPING PRINTING AND ENLARGING UNDERTAKEN.
TELEPHONE 1318.

82

## FRENCH LESSONS

G. MOUSSION,
15, MORRISON HILL ROAD.

## PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS

7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.30 " " 10 "
9.30 " " 11.00 " " 15 "
11.30 " " 12.30 p.m. " 15 "
12.30 p.m. " 2.30 " " 10 "
2.30 " " 5.00 " " 15 "
5.00 " " 8.10 " " 10 "

NIGHT CARS
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS
Extra Car—12 midnight.

SUNDAYS
7.10 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 "
11.30 " " 12.00 noon " 15 "
12.00 noon " 1.00 p.m. " 10 "
1.00 p.m. " 5.30 " " 15 "
5.30 " " 6.00 " " 10 "
6.00 " " 6.30 " " 15 "
6.30 " " 8.10 " " 10 "

NIGHT CARS
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and [illegible] tickets available for all cars, [illegible] full, running at the time stated in the Company's time-table, [illegible] for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

[18

## KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

| Stations | | No. [illegible] Local a.m. | No. [illegible] Through Express a.m. | No. [illegible] Local a.m. | No. [illegible] Through Slow a.m. | No. [illegible] Local a.m. | No. [illegible] Through Express p.m. | No. [illegible] Local p.m. | No. [illegible] Local p.m. | No. [illegible] Local p.m. | No. [illegible] Local p.m. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CANTON (Tai Sha Tau) | dep. | | 7.30 | | [illegible] | | [illegible] | | | | [illegible] |
| SHEK LUNG | arr. | | [illegible] | | [illegible] | | [illegible] | | | | |
| | dep. | | [illegible] | | [illegible] | | [illegible] | | | | |
| Sham Chun | arr. | | [illegible] | | [illegible] | | [illegible] | | | | |
| | dep. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Sheungshui | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] |
| Fanling | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] |
| Taipo Market | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] |
| Taipo | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] | [illegible] | — |
| Shatin | dep. | 8.04 | — | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] | [illegible] | — |
| Yaumati | dep. | 8.17 | — | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] | [illegible] | — |
| Hunghom | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] |
| KOWLOON | arr. | [illegible] | 11.30 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

UP TRAINS

| Stations | | No. 4 Local a.m. | No. 6 Through Express a.m. | No. 8 Through Slow a.m. | No. 10 Local a.m. | No. 14 Local | No. 16 Local p.m. | No. [illegible] Local p.m. | *No. [illegible] Through Express p.m. | No. [illegible] Local p.m. | No. [illegible] Local p.m. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Last Ferry leave | H.K. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] a.m. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| KOWLOON | dep. | [illegible] | 8.10 | [illegible] | [illegible] | [illegible] p.m. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Hunghom | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] |
| Yaumati | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] |
| Shatin | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] |
| Taipo | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] |
| Taipo Market | dep. | [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] |
| Fanling | dep. | 7.37 | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] |
| Sheungshui | dep. | 7.41 | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | — | [illegible] | [illegible] |
| Sham Chun | arr. | 7.46 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | dep. | — | [illegible] | [illegible] | — | — | — | — | [illegible] | — | — |
| SHEKLUNG | arr. | — | [illegible] | [illegible] | — | — | — | — | [illegible] | — | — |
| | dep. | — | [illegible] | [illegible] | — | — | — | — | [illegible] | — | — |
| CANTON (Tai Sha Tau) | arr. | — | 11.50 | [illegible] | — | — | — | — | [illegible] | — | — |

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

| | | a.m. | a.m. | p.m. | p.m. |
|---|---|---|---|---|---|
| Fanling | dep. | 8.50 | 12.00 | 2.20 | 6.00 |
| Shataukok | arr. | 9.45 | 12.55 | 3.15 | 6.55 |

| | | a.m. | a.m. | p.m. | p.m. |
|---|---|---|---|---|---|
| Shataukok | dep. | 7.05 | 10.20 | 1.05 | 5.00 |
| Fanling | arr. | 8.00 | 11.15 | 2.00 | 5.55 |

42 H. P. WINSLOW, Manager.

## MITSUBISHI ZOSEN KAISHA, LTD.

(EX MITSUBISHI DOCKYARD & ENGINE WORKS).
A1., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers Manufacturers of Contraflo Condensers, Special Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c. &c.

### NAGASAKI WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

| | Dock No. 1 | Dock No. 2 | Dock No. 3 |
|---|---|---|---|
| Length on Keel Blocks ... ... ... | 510 feet | 350 feet | 714 feet |
| Width of Entrance on bottom ... ... | 77 " | [illegible] " | [illegible] " |
| Water on Blocks at Spring Tide ... ... | [illegible] " | 24 " | 34 " |

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

### KOBE WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

FLOATING DOCKS

| | No. 1 | No. 2 | No. 3 |
|---|---|---|---|
| Lifting Power ... ... ... | 7,700 tons | 12,000 tons | 18,000 tons |
| Max. Length of Ship taken ... ... | 460 feet | 580 feet | 670 feet |
| Max. Breadth of Ship taken ... ... | [illegible] " | [illegible] " | [illegible] " |
| Max. Draft of Ship taken ... ... | [illegible] " | [illegible] " | 20 " |

Floating Crane of 40 tons weight, besides 100 Tripod Crane.

### HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

| | |
|---|---|
| Length on Keel... ... ... ... ... ... ... ... | [illegible] feet 0 inch. |
| Breadth at Entrance on bottom ... ... ... ... ... | [illegible] " 0 " |
| Depth of Water or Blocks at Spring Tide ... ... ... ... | [illegible] " 0 " |

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE & HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.

[illegible]

KAIPING

COAL.
COKE.
FIREBRICKS.

KAILAN MINING ADMINISTRATION
HEAD OFFICE—TIENTSIN.

AGENTS: DODWELL & CO., LTD.,
HONGKONG.

[3[illegible]

## HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

### HONGKONG-MACAO LINE.

To Macao—Daily at [illegible] (Sundays at 9 a.m.).
From Macao—Daily [illegible] (Sundays at 5 p.m.).
Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK AND SON, Booking Agents, Hongkong.

47

## NOTICES TO CONSIGNEES

"ELLERMAN LINE."

NOTICE TO CONSIGNEES.

FROM HAMBURG & ROTTERDAM.

THE Steamship
"SWAZI"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holts Wharf, Kowloon, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after August 18th, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before August 20th, 1920, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on August 12th, between the hours of 10.45 A.M. and Noon, by the Company's Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE LIMITED,
General Agents.

Hongkong, August 9th, 1920. [1306

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motor Vessel
"GLENAFFRIC"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 19th Aug., 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 19th Aug., 1920, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, August 12th, 1920. [1324

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SEATTLE.

THE Steamship
"WEST IVIS"

having arrived from Seattle via ports, on August 13th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns, where it will be examined at 11 A.M. on August 19th, 1920, by the Company's Surveyors, Messrs. [illegible]

[illegible] Claims [illegible] within [illegible] arrival here, after which they cannot be recognized. No Claims will be recognised after the Goods have left the Godowns, and Cargo undelivered after [illegible] will be subject to rent.

[illegible]

STRUTHERS & DIXON, INC.
Agents.

Hongkong, August [illegible], 1920. [[illegible]

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

The Steamship "EGREMONT CASTLE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Consignees are further informed that in consequence of this vessel having been on fire a General Average has been declared and that before Bills of Lading can be counter-signed they will be required to pay a General Average Deposit of 2½ per cent. and sign a General Average Bond, which is lying at the Office of the undersigned.

All damaged cargo will be examined by Messrs. Goddard & Douglas, Marine Surveyor on August 20th, at 10 A.M.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Aug. 20th, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before Aug. 31st, or they will not be recognised.

Optional Cargo will be forwarded unless notice to the contrary be given before Aug. 14th.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, August 14th, 1920. [1338

## PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads
Tel. K. 8. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS.
TERMS MODERATE.

Special Arrangement for Families on Application to—

J. H. OXBERRY
Proprietor.

771

## LAWN GRASS SEEDS.

GRASS is Mother Nature's Carpet provided to cover the ground. If there is an abundance of soft green grass your home will not only be more pleasing but it will also be more valuable.

GRACA & CO.,

Dealers in Flower and Vegetable Seeds, Postage Stamps, Toys, etc.

No. 10, WYNDHAM STREET,
HONGKONG.

P.O. Box, 630. [60

報會總商華港香

## HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the
CHUNG NGOI SUN PO
(Chinese Daily Press)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

Terms for Advertising [illegible] may be obtained at the Office, [illegible] Des Voeux Road Central, [illegible] Colonial Chinese [illegible]

HOTELS

## THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL
HOTEL MANSIONS.
THE REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

15

## KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone No. 373.
Tel. Address: "VICTORIA."

J. WITCHELL,
Manager.

17

## THE PEAK HOTEL.

1,500 feet above sea level.

15 minutes from landing stage

Under the Management of

MRS. BLAIR.

40

## THE VICTORIA HOTEL.

CANTON.

Situated on the British Concession, Shameen.

The only European Hotel in Canton.

Guides and Chairs provided.

Every information and special attention give to Tourists.

Reasonable Rates.

Under the personal Management of

WM. FARMER......Proprietor.

56

## MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO., LTD).

COAL, GENERAL IMPORTS AND EXPORTS.

Sole Proprietor of Coal Mines of TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO SHINNEW, KANADA, KAMIYAMADA, BIBAI, and OYUBARI.
Agents for SAKITO Coal.

HEAD OFFICE—TOKYO.

Branches and Representatives:
NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOCK, PEKING, TIENTSIN, DAIREN, TSINGTAO, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK and SEATTLE.

Cable Address:—IWASAKI.

Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agents for:—[illegible] Fire Insurance Co. [illegible] Insurance Co.

For particulars apply to [illegible]

[illegible] Pedder Street, Hongkong. [36

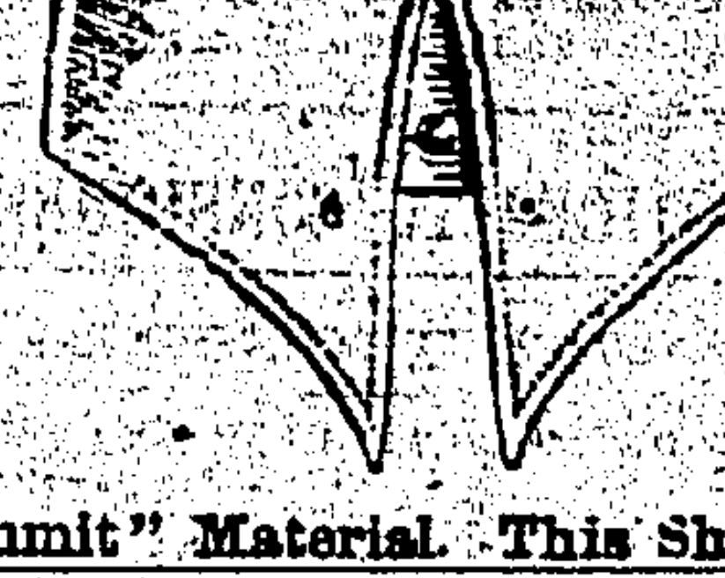
THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND BASINGSTOKE.
Shanghai Office: 65, Szechuen Road.

*Marine Motors and Motor Boats.*
*Motor Lighting and Pumping Sets.*
*Shallow Draft Steamers.*
*Thornycroft Water-Tube Boilers.*
*Thornycroft Oil Fuel System.*

Commercial, High-speed and Pleasure Craft.

R. R. BOXBURGH,
Manager for China.
119



Summit
SOFT COLLARS

Shape 66. Made of white "Summit" Material. This Shape gives the greatest comfort and is deservedly the most popular of all Soft Collar Shapes.

Shape 69. Made of white Pique, same Shape as 66. To those who like a rather firmer collar this pique material will appeal.

MACKINTOSH
& CO., LTD.
MEN'S WEAR SPECIALISTS.
16, DES VŒUX ROAD. TELEPHONE 29.

SOLE AGENTS
THE FUJI TRADING CO., LTD.,
(Inc. in Japan).
New Patented Invention:
Flexible, Unbreakable and Beautiful
SILK GLASS
Replaces Ordinary Glass in all purposes
Sample on application to
THE FUJI TRADING CO., LTD.
1A, CHATER ROAD, HONGKONG.
[98]

THE LEADING BRANDS
of
MANILA CIGARS
EL PALACIO
&
IMPERIO DEL MUNDO.
SOLE AGENTS:
THE HONGKONG CIGAR STORE
CO., LTD.,
TELEPHONE No. 151. HOTEL MANSIONS.
80

HEALTH v. SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.
Large quantities have been exported to various parts in the World.
Your esteemed Orders will receive our prompt and careful attention.
Terms moderate, especially for Agencies.

THE HING WAH PASTE MFG. CO., LTD.
HEAD OFFICE:—Hongkong, Nos. 47 & 48, Connaught Road Central. Tel. No. 2330.
BRANCH OFFICE:—Shanghai, Nos. 460 and 461, Nanking Road.
FACTORIES:—Hongkong, Wing Hing Street, Causeway Bay; and Shanghai, No. 71, North Soochow Road.
199

## CHINESE ADVISERS ON SHANGHAI MUNICIPAL COUNCIL.

### PROPOSED BOARD OF DIRECTORS TO DIRECT THEM.

The delicate and curious question as to whether or not the Chinese advisers to be elected to serve with the Municipal Council should be supported by a Board of Directors has been debated by the Preparation Committee organizing the Chinese Ratepayers' Society, says the *Shanghai Gazette.*

Those in favour of the proposition believe that much valuable assistance will be given the advisers by such a board, as it would represent the views of all the people. Those opposed declare that this system would only result in confusion and would interfere with the scope of authority given the advisers. If their authority is not very clearly defined, delays and inefficiency will result when they attempt to discharge their duties.

No definite decision was reached at the meeting. The question will be taken up again.

In election of advisers, a system similar to that practiced by the foreign ratepayers will be adopted. When candidates have been nominated and their acceptance of the candidacy has been received, their names will be submitted to the rate-payers for election.

Work on the rate-payers' census is nearly completed. As omissions may have been made in taking the census, it is announced that those having the following qualifications are entitled to vote, and are requested to report to 13, Avenue Edouard VII.:—

1.—Those who own at least Tls. 500 worth of property in the Foreign Settlement.

2.—Those who are paying an annual property tax of Tls. 10 upward.

3.—Those whose annual rentals exceed Tls. 500 and are paying the tax attached thereto.

## JAPANESE SHIPYARD FORCED TO CLOSE DOWN.

TOKIO, August 1st.

Announcement of the first shipyard suspension of business came yesterday. As a result of shipping conditions, which have as yet shown no evidence of improvement, the Haneda Shipyard at Haneda, Tokyo, held an extraordinary session of its stockholders yesterday and voted to suspend operations indefinitely.

The closing of the Haneda yards has an important bearing on the shipbuilding situation as the Haneda Company is backed by well-known business men and has enjoyed prosperity until the depression of the last few months set in.

It was founded in 1918 when the war boom in shipping was at its height and its subscribed capital was Y.1,500,000. Shortly after it was founded, however, the war boom had spent its force and the shipping market started on a decline which has continued until it has reached lately what men hope and believe is its lowest limit.

In addition to the natural loss as a result of the general slump the shipyard which has just closed down was affected more seriously than the other yards because of the fact that it specialized in the construction of wooden ships.

Steel tonnage was, of course, scarce during the war and wooden ships were in demand, but since the peace slump came the demand for wooden ships has almost completely disappeared.

The shipyard built a number of wooden ships on its own account, and the great fall in their value caused it serious difficulties. Since that time Haneda Company has practically suspended operations.—*Japan Advertiser.*

## CHINA AND AUSTRIAN LLOYD

### PRIVY COUNCIL RECOGNISES ITS ITALIAN NATIONALITY.

An important development is reported in connection with the final attribution of the former Austrian Lloyd vessels, a matter in which China is especially interested.

The Far Eastern representative of the Lloyd Triestino Company has communicated the following to Reuter:—

"The General Manager of the Lloyd Triestino Company at Trieste reports that the British Government has recognised the Italian nationality of the Lloyd Triestino Company and has confirmed the decisions of the Prize Courts at Alexandria and Aden which in August, 1914, ordered the detention but the return on the conclusion of peace of the Austrian Lloyd steamers *Koerber* and *Franz Ferdinand* respectively. These vessels will accordingly be restored to the Lloyd Triestino Company in due course.

The Austrian Lloyd fleet at the conclusion of the armistice was divisible into three categories:—(1) vessels still operated by Austria (2) vessels in the hands of the Allies and (3) vessels under construction. Of these to-day (1) are being operated by the Lloyd Triestino Company under the international flag on behalf of the Italian Government, pending Italy's ratification of the Treaty of St. Germain, whereafter they will sail under the Italian flag. (3) were registered and launched and are being sailed under the Italian flag. As regards (2) the British Government's decision is the first step on the part of any of the Allies towards restoring the ex-Austrian Lloyd steamers held by them to the present Italian company."

China seized three Austrian Lloyd vessels in August, 1917, namely the *Bohemia* (Hwah Ping), *Silesia* (Hwah Yih), and *China* (Hwah Yah). The argument advanced, *inter alia*, on the Chinese side that China could not be expected to return these ships to Italy while Great Britain still retained those which she (Great Britain) had confiscated, would appear to be invalidated by the British Government's decision reported above.

## STRANGER THAN FICTION.

### AMAZING ALLEGED ATTEMPT TO DEFRAUD.

Facts are often stranger than fiction and the details of an effort which is alleged to have been made in Ceylon to defraud the National Mutual Life Association of Australasia might well form the theme of a sensational and highly improbable novel, says the *Times of Ceylon.*

It is alleged that a young and apparently very respectable clerk named Sinnatamby Velupillai, of Neervaly, who was employed on an estate in Maskeliya, insured his life with the National Mutual Association for Rs. 15,000 under a policy dated July 30th, 1919.

It was a long period endowment policy and, in spite of the fact that he was a minor, Vellupillai made a will on December 31st, 1919, transferring the policy to two of his relatives. On or about May 12th, 1920, the Secretary of the Association received a letter, purporting to be signed by a resident of Neervaly, announcing the death of Sinnatamby Velupillai. Subsequently a man named A. Sanmugam (one of the two relatives to whom the "deceased" had transferred the policy in his last will) made an application to the Association for papers to claim the money.

In spite of the fact that everything appeared to be in order, the Association was rather suspicious because it seemed strange that a young man who had taken out a long period endowment policy should have transferred it to an elderly relative who, in the ordinary course of events, could not possibly hope to live long enough to enjoy the benefit of the policy when it matured.

Inquiries were then made by P.C. 1348 Sabapathy at Jaffna, Maskeliya and elsewhere, and this officer reported that the policy-holder died in Maskeliya on April 20th, 1920, and that his body had been cremated within a few hours of his death. Two men only, A. Sanmugam and Ramanathan Nagendram, both of whom were interested in the "deceased," were reported to have been present at the "death-bed."

The Constable's report, it is alleged, was based upon evidence given by the Medical Officer, the Superintendent of the estate upon which "deceased" was employed, and an official of the Maskeliya district hospital.

In consequence of further inquiries made by the National Mutual Life Association a man named Thambyah of Copay, Jaffna, was discovered who stated that on May 24th, 1920, he had seen the "deceased" at Copay, and added that Velupillai was still alive and was residing at Chidambaram, South India.

On June 22nd, 1920, Thambyah and Constable Sabapathy were sent to India to trace the policy-holder, and two days later a telegram was received from the Constable that Velupillai, apparently none the worse for his recent death and cremation, had been found and given in charge of the local police. The same day a warrant of arrest was despatched to Constable Sabapathy with instructions to escort the "deceased" to Ceylon.

The same day warrants were issued for the arrest of A. Sanmugam, of Neervaly, Jaffna, and later of Maskeliya, and Ramanathan Nagendram, of Neervaly, the two men alleged to have been present at the "death-bed." Both warrants were executed and the two accused were produced before the Colombo Police Magistrate and remanded.

## LABOUR'S BIG DEMANDS.

### GRAVE WARNING BY COL. JOHN WARD.

Mr. Joseph Cross, of Accrington, presided on July 1st at Leamington over the annual conference of the General Federation of Trade Unions. In a Presidential address he claimed that Trade Unions should have been given the sole administration of unemployment benefit under the new Act. He urged that every industry should be responsible for its own unemployment.

In the course of some further remarks he said that to talk about red revolution was silly nonsense. (Cheers.) The people of this country could have the kind of Government they wanted. The workers missed their opportunity at the last election, and unless they prepared for the next they would miss it again.

A discussion took place on a resolution demanding a statutory 44-hour week, during which Colonel John Ward, M.P., said: The state of tension between different classes in industry could not continue for ever, and the breaking point would come unless they stabilised at some point the advantage they had gained. It was more a question of tactics than of fixing the exact number of hours special trades were to go in for. He suggested that if an agreement had been reached for the Statutory limitation of the hours of labour to forty-eight per week it would be wiser to stabilise that position first. "I can understand," he said, "that a Government like this, which is purely opportunist, may be quite willing to drop forty-eight hours and go back to fifty or more when they get the whip hand, and find a chance of using our new claim as a reason for not giving statutory effect to the old one of forty-eight hours. Having such cute men to deal with as those at the head of this Government, we ought not, without full consideration, to give them the chance of backing out of the agreement that there should be a statutory limitation of hours of labour to forty-eight. I know from experience that to oppose these proposals is to be regarded as an enemy of labour. Unless you go the whole hog at these conferences you must expect to be abused and misrepresented. While grasping at the shadow, for Heaven's sake do not let us give an opportunity to others to rob us of the substance." (Cheers.)

Mr. John Hill, in reply, said he was satisfied the Government had no intention of going through with the Forty-eight Hour Bill. They had already amended it, delayed it, and neutralised its effect in regard to seamen and other classes.

The resolution was adopted and the Conference adjourned.

## HEALTH AND SANITATION IN HONGKONG.

### JOINT REPORT

BY THE
PRINCIPAL CIVIL MEDICAL OFFICER
AND
THE MEDICAL OFFICER OF HEALTH.

The following is the concluding portion of the joint report of the Principal Civil Medical Officer and the Medical Officer of Health.

DISEASE.

*Respiratory Diseases.*

The total number of deaths from diseases of this nature was 3,049 (2,981 in 1918) of which 74 were among the non-Chinese population. Of these 1,018 occurred in infants under one year of age.

Pneumonia was the cause of 549 deaths (654 in 1918) 34 of which were non-Chinese and 133 of which occurred in infants under one year (91 in 1918).

Broncho-pneumonia caused 1,494 deaths (1,597 in 1918) 14 of which were non-Chinese, and 881 of which occurred in infants under one year (1,008 in 1918). The death rate among the Chinese from diseases of the respiratory system was 6.2 per 1,000 as compared with 5.0 per 1,000 in 1918.

*Tuberculosis.*

The number of deaths from tuberculosis diseases was 1,637 and 40 of these occurred in non-Chinese. There were 1,013 deaths from pulmonary tuberculosis, 987 Chinese and 26 non-Chinese, and 29 deaths from tubercular meningitis. The percentage of deaths from tuberculosis was 14.05 as compared with 12.2 in 1918.

*Nervous Diseases.*

Excluding the two infectious diseases, tetanus and cerebro-spinal meningitis, the number of deaths from these was 516 as compared with 377 in 1918. The deaths of Chinese infants from tetanus and convulsions were 270 and from meningitis undefined 11, as compared with 318 and 29 in 1918.

*Malaria.*

The number of deaths from malaria during the year was 319 (398 in 1918 and 416 in 1917) of which all but 6 occurred in Chinese. Owing to the constant stream of immigrants and emigrants to and from the Colony it is impossible to form an opinion as to the number of these infections acquired in the Colony but it is certain that in a large proportion of cases infection was acquired outside this Colony.

Tables given in the Report show the distribution of these deaths in the Colony and the police admissions to hospital for malaria during the last nine and eleven years respectively.

*Beri-beri.*

There were 555 deaths from the disease during the year (804 in 1918). All were Chinese except 4 amongst the Japanese community.

*Infectious Diseases.*

The number of infectious diseases notified during the year was 1,011 (1,913 in 1918, and 913 1917). Of these 464 were plague, 27 small-pox, and 269 cerebro-spinal meningitis (1,232 in 1918).

Tables II. and III. show the nature and distribution of these diseases.

*Plague.*

There were 464 cases as compared with 266 in 1918, 38 in 1917, and 39 in 1916. All but one were of Chinese nationality. The deaths numbered 428.

The numbers of rats caught and sent to the public mortuaries to be examined for signs of plague were for Victoria 76,793 and for Kowloon 27,311. Total 104,104 (103,641 in 1918).

In Victoria 242 were found to be infected with plague (0.31 per cent.), and in Kowloon 10 (.037 per cent.). Last year 185 were found infected in Victoria and 18 in Kowloon.

Table IV. shows the monthly distribution of plague-infected rats during the year.

*Cerebro-Spinal Meningitis.*

There were 269 cases notified as compared with 1,232 in 1918. Of these one was a European and one of another non-Chinese nationality. The remainder were Chinese. There were 204 deaths as compared with 968 during 1918.

*Enteric Fever.*

There were notified during the year 133 cases as compared with 247 in 1918 and 188 in 1917. The cases of European and American nationality were 20 (33 in 1918) and of other non-Chinese nationality 12 (33 in 1918). The remainder were Chinese.

As usual the disease has not been of the nature of a water-borne or milk-borne epidemic. The manner of acquiring infection is probably due in this Colony to (i) the eating of uncooked vegetables, *e.g.*, in salads, (ii) the eating of shell-fish and (iii) the contamination of food by flies which convey infective material of uncovered latrine buckets.

The number of "carriers" of the disease among the Chinese is probably considerable.

The substitution of water-flushed privies both for public and private use, which is gradually taking place in the Colony, will greatly lessen the chances of infection through flies.

*Paratyphoid Fever.*

Three cases occurred, one being Chinese and two Europeans.

*Scarlet Fever.*

Seven cases were notified, two being European and five Chinese.

*Cholera.*

Forty-six cases were notified, including one European, forty-one Chinese and four of other nationality. There were 42 deaths.

An epidemic of gastro-enteritis occurred during the year, of cholera type and while bacteriological evidence of these cases being cholera was wanting they were regarded as being cholera and steps for disinfection, etc., were taken accordingly. There were 339 deaths ascribed to the disease.

*Small-pox.*

During the year 27 cases were notified (32 in 118, 595 in 1917, and 712 in 1916), 19 cases were Chinese and 8 of other nationalities.

*Diphtheria.*

Fifty cases were notified (118 in 1918). Of these 10 were of European, 30 of Chinese, and 1 of other nationality.

*Puerperal Fever.*

Twelve cases were notified, one was Portuguese and the remainder Chinese.

Five Government midwives attended at 550 confinements (625 in 1918).

*Interments.*

The following numbers of burials took place in the various cemeteries during the year:—

*General Cemeteries.*

| | 1918. | 1919. |
|---|---|---|
| Colonial | 64 | 80 |
| Roman Catholic | 1,297 | 303 |
| Mohammedan | 62 | 69 |
| Parsee | 0 | 1 |
| Japanese Crematorium | 33 | 47 |
| Sikh Crematorium | 18 | 21 |
| Jewish | 1 | [illegible] |
| Malay | 0 | [illegible] |
| Roman Catholic, Mount Caroline | 1 | 1,012 |
| Total | 1,476 | 1,540 |

*Chinese Cemeteries.*

| | 1918. | 1919. |
|---|---|---|
| Mount Caroline | 1,249 | 699 |
| Kai Lung Wan | 1,500 | 1,359 |
| Tung Wah Hospital | 5,608 | 4,772 |
| Protestant | 61 | 57 |
| Eurasian | 7 | 1 |
| Aberdeen | 273 | 216 |
| Stanley | 33 | 22 |
| Shek O | 2 | 1 |
| Chinese Permanent Cemetery (Aberdeen) | 41 | 52 |
| Lamma Island | 0 | 2 |
| Hau Pui Lung | 2,898 | 2,638 |
| Sai Yu Shek | 117 | 114 |
| Sai Yu Shek (Christian) | 10 | 15 |
| Kowloon Tong | 180 | 152 |
| Chai Wan | 207 | 193 |
| Tai Shek Ku | 5 | 8 |
| Total | 12,201 | 10,308 |

DISINFECTING STATIONS.

At these stations in Victoria and Kowloon 39,924 articles of clothing, bedding, etc., were disinfected during the year (53,063 in 1918).

The disinfecting apparatus in Victoria was in use on 234 days and that in Kowloon on 65 days.

In addition 10,720 articles were washed and 23 public vehicles disinfected.

PUBLIC BATH HOUSES.

The following table shows the numbers of persons who have used the four public bath houses during the year.

| *District.* | 1918. | 1919. |
|---|---|---|
| Wanchai (men only) | 144,818 | 123,741 |
| Pound Lane (men and women) | 470,075 | 431,634 |
| Second Street (men only) | 54,156 | 64,212 |
| Sheung Fung Lane (women and children) | 48,174 | 49,121 |
| Total | 717,223 | 668,738 |

AMBULANCE SERVICE.

Ambulances can be procured at any time of the day or night from the disinfecting stations at Tai Ping Shan in Victoria and Yaumati in Kowloon (telephone numbers 363 in Victoria and K44 in Kowloon).

Ambulances are also obtainable in Victoria from the Eastern and Western District Sanitary Offices.

At the above-mentioned stations coolies for ambulance work are available at any time.

There are many other places from which ambulances may be obtained in emergencies, but as there are no coolies of the Sanitary Department stationed at these, it is necessary for the police to obtain volunteers or engage street coolies for these ambulances when required.

A list of such places is given.

A motor ambulance belonging to the Saint John's Ambulance Society is kept at the Fire Brigade Station (No. 5 Police Station, Hongkong) Telephone Number 800. Driver and attendants are available.

During the year the ambulances were used 569 times in Hongkong and 245 times in Kowloon.

ADULTERATION OF FOOD AND DRUGS.

The following table shows the number and results of analysis made during the year:—

| | No. of samples. | Genuine. | Adulterated. |
|---|---|---|---|
| Milk | 171 | 166 | 5 |
| Beer | 7 | 7 | 0 |
| Brandy | 4 | 4 | 0 |
| Gin | 1 | 1 | 0 |
| Port Wine | 4 | 4 | 0 |
| Rum | 7 | 5 | 2 |
| Sherry | 2 | 2 | 0 |
| Whisky | 14 | 14 | 0 |

The milk samples were submitted for analysis by the Sanitary Department and the others by the Police.

Three convictions for selling adulterated milk were obtained.

J. T. C. JOHNSON,
Principal Civil Medical Officer.
W. W. PEARSE, M.D., D.P.H.,
Medical Officer of Health.

## FULL COURT OF APPEAL.

### CHINESE SHIPPING ACTION.

The Full Court of appeal, consisting of the acting Chief Justice, (Mr. Justice Gompertz), Mr. Justice Skinner Turner and Mr. Justice Wood, heard an interesting Chinese shipping action yesterday, in which Fung Yueng Chan appealed against a judgment given by the acting Chief Justice (Mr. Gompertz) in favour of Wong Lam Sang and Chan Tso Hing in connection with the non-fulfillment of a contract in regard to the sale of the *Kung Hong*.

Mr. W. H. Drummond, instructed by Mr. W. B. Hind, appeared for the appellants, and Mr. Eldon Potter and Mr. F. C. Jenkin, instructed by Mr. G. R. Haywood, appeared for the respondents.

The appellants ask that a judgment, given on June 16th, 1920, be set aside and that a new trial be had on the ground that the verdict was contrary to the weight of the evidence and that since the date of the judgment it had come to the knowledge of the appellants that the steamship *Kung Hong* was attached by the Magistrate of the Hoi Fung district, in the province of Kwangtung, prior to the date of the alleged agreement for sale, and the respondents have shown that such evidence could not, under reasonable exertion, have become known to the appellants prior to the date of the said judgment; that Mr. Justice Gompertz had improperly admitted in evidence under this action, evidence of the fact that respondents were entitled as principals to claim on a Chinese document, dated January 10th, 1919, which was signed by Chan Tso Hang, in which he was described as the owner of the *Kung Hong*. In the Court below the respondents were defendants in the action brought by Wong Lam Sang and Chan Tso Hing in respect of the purchase of the vessel, running between Hongkong and San Mi. Plaintiffs alleged that the defendants agreed to purchase the vessel for $76,000, but failed to do so, thereby causing plaintiffs to suffer damages to the extent of $21,547.

Judgment in the Court below was in favour of plaintiffs.

Mr. Drummond, in outlining the case, asked their Lordship's permission, at the outset, to take the three grounds of appeal separately, because if he succeeded on the third point it would be unnecessary to go on with the other two. In order to prove the third ground it was necessary to sub-divide the argument into three heads, the first being to prove that the evidence was improperly admitted in the court below, and, to do this, it was necessary to take a point, not taken in the Court below.

Mr. Potter objected to the point being taken at all as the plaintiff had no right to argument on that point. Mr. Potter contended that the argument now set up was inconsistent with the case set up in the Court below.

Their Lordships agreed and upheld the objection.

In regard to the second point—that of fresh evidence—Mr. Potter contested Mr. Drummond's claim that he could introduce a document obtained from the Chinese Court as evidence.

This objection was also upheld, as Mr. Drummond was unable conclusively to prove ownership.

Mr. Drummond continued for the rest of the afternoon to argue the first point.

The hearing was adjourned till to-day.

## ELECTRIC FAN STOLEN.

### FROM BANK STAFF PREMISES.

At the Magistracy yesterday, a Chinese was charged with stealing an electric table fan, valued at $30, from No. 27, Conduit Road, quarters occupied by the staff of the Bank of Taiwan.

The defendant denied the theft. He said that on Saturday he met a friend who invited him to go to the house in question to see another friend. Arriving at the house, they found no one in, and witness's friend suggested that he should carry away the table fan. He refused, and the friend took it himself. When they got to Caine Road, the friend gave the fan to him and told him to go and pawn it. He did so.

Inspector Blackman, who prosecuted, said that the defendant was employed by the Chinese electrical store which was engaged to fit up the house with electrical fittings. He was among workmen who were sent. That was some time ago. Taking advantage of the fact that he was known to the servants of the house as an employee of the electrical store, he went to the house on Saturday and told the No. 1 boy that he was taking the fan to the shop for repairs. The boy allowed him to do so. On Sunday morning, when the defendant did not bring the fan back, the No. 1 boy went to the store to make enquiries, and discovered that the fan had not been taken there. He reported the matter to the police, who made enquiries and traced the defendant. A pawn ticket relating to the fan which he had pledged for $17 was found on him. At the time of his arrest, the defendant said that he had only $7, out of the proceeds. His friend, he alleged, had the other $10.

Mr. Smith sentenced him to one month's hard labour.

## THE JOYFUL LIFE.

### SERMON AT ST. JOHN'S CATHEDRAL.

The Rev. H. Copley Moyle in his sermon at the morning service at St. John's Cathedral, on Sunday, said:—

Let us take as the basis of our meditation the opening words of the collect for to-day, "O God who declarest Thy Almighty power most chiefly in showing mercy and pity."

In our collects we have so many thoughts condensed in a few words, that unless we pause over them, as we pray them, and think out exactly what they mean, we are not likely to understand them fully and so shall miss much of their value.

It suggests much to say that God declares His power chiefly by showing mercy and pity. If a person has no power he evidently cannot show mercy and pity, though he may feel it. In our Empire one of the highest prerogatives of the Crown is the right to pardon the criminal condemned to death. The words of the collect seem to suggest that sin presents a real difficulty to God in His dealings with the world. Sin is the breaking of the laws of God, and God's laws cannot be broken with impunity. You cannot attempt to evade the law of gravitation and expect to escape the consequences. You cannot break the sanitary laws of God and not suffer for it; you cannot live in foul air and drink impure water and expect to have a healthy body. And to break God's moral laws is even more serious than to break His natural laws, and so the consequences of breaking them must be even more serious, and the provision of a remedy for breaking them is even more difficult. That remedy entailed the death of Jesus Christ. Before Our Lord's death upon the cross He prayed that if it were possible the cup of suffering might pass away from Him, but it was not possible, so He suffered and by His Death He, the representative of humanity, won forgiveness for us all.

Now God can forgive us our sins if He sees we have a penitent heart, and He does forgive them.

"Shewing mercy and pity," says a writer on the collects, "fastens the mind on God's action towards the sinner rather than on His sentiment. Yet even here there is a distinction; the two words mercy and pity do not represent exactly the same idea. God's mercy moves Him to pardon sinners; His pity moves Him to help them."

Great then as is the difficulty of showing mercy and pity to those who break God's laws, He has found a way to do so. There seems to be inherent in man a tendency to think of God with fear. Perhaps that is the result of the origin of the religious sense, which is perhaps to be found in the worship and propitiation of the spirits of the dead. The fact at least is certain that man has a natural tendency to think of God with fear. To a certain extent that is right; "Fear God," is a Christian precept. But we must not allow the fear of God to overshadow the love of God. We must fear to break God's laws, but our chief thought of God must not be fear but love. We are His children and He is our Father, and the child who fears his father more than he loves him, is in a sad way. The Jews feared God, but while the early Christians had a fear of God, what chiefly characterised them was their love for God and their neighbours. That was what they had learned from Jesus Christ, and it ought to be the same with us. We should think of God with thoughts of love not of fear. "Perfect love casteth out fear." The attitude of God to the sinner was shown by our Lord in the well-known parable of the Prodigal Son. The father in the story was yearning after his lost son all the time and when the son returns the father receives him with open arms; that shows us God's way. He is a loving Father who delights in showing mercy and pity. That was the aspect of God's nature that Christ specially revealed to the world. Men had come to hold certain ideas of God before Christ came, but they had not learned to consider Him primarily as a loving Father. The Jews had learned to look upon God as righteous. In opposition to the gods of the heathen who delighted in cruelty and oppression, they had come to regard Jehovah as the God of righteousness. And Jesus Christ confirmed this idea of God. The Greeks had come to believe in God as a God of beauty, and our Lord confirmed this idea of God. Again behind all the gods of Rome, some of the ablest Romans had reached a belief in a God of Law and Order, and this idea was also confirmed by Christ. God is righteous; He is a God who finds expressions in all that is beautiful; He works by Law and Order, but all that still leaves out the essential relation of God to His creatures, and that it is which Christ has taught us. God is Love. God is our Father. He delights in showing mercy and pity. That is what Christ has taught us. That is the essential message of the Gospel. But it was not long before Christian men began to put too much emphasis on the fear of God and to ignore His love, or at least not to dwell upon it. When the conversion, so-called, of the Emperor Constantine brought many heathen ideas into the Church, the fear of God was widely preached in the Church. Augustine, who never got over the influence of his heathen youth, did much to increase the tendency to fear God rather than to love Him. The middle ages, partly from ecclesiastical greed, and partly from the poetic fancies of men like Dante laid more and more stress on the fear of God, and less and less upon His Love. Then in modern England we had the writings of Milton, which have done much to popularise false fears of God, and to represent Him as a dread and mighty King rather than the loving Father of whom Christ spoke. I remember when I was a little boy there was an old clergymen who used to terrify us by lengthy and detailed descriptions of the tortures God had prepared for those who disobeyed Him, and the result was that one's childish mind came to regard God and the Devil as two beings who were always on the look out to ruin one. The result would probably have been in my case as in so many others, a thorough aversion to religion altogether, had it not been that others taught me of God as a loving Father, and they showed me something of the joy of feeling and knowing His love.

In the case of many men who have given up the practice of public worship one finds that they have been brought up with those terrible Calvinistic ideas of God as a King with unlimited power, who is on the look out to punish any infringement of His rules and regulations.

They have known nothing of the love of our Heavenly Father. They have no experience of the joy which comes to those who trust in the Love of God.

Even amongst professing Christian people one often finds that their religion hardly touches their lives. The fact that God is their Father has never been fully realised, so they do not turn to Him voluntarily in every difficulty or danger or temptation or sickness.

If every Christian realised and acted upon the belief that God declares His almighty power in showing mercy and pity, we should all lead such happy healthy lives that the world would soon become Christian, because it would see that we Christians have a treasure which the world cannot give and can never take away.

How many people wreck their own happiness and often spoil the lives of others by giving way to worries. They worry about their business, about their money, about their health, about their family and a dozen other things, and that is just what the Christian should never do. "Be not anxious," said our Blessed Lord. "Come unto me all that labour and are heavy laden and I will give you rest." And He does. Let us try to grasp as a living permanent reality the fact of God's love for us His children. If we do that it will drive away our worries. Let us realise that God is in the world, that He is the creator and sustainer of all the forces and the beauties of nature. "The work that is done upon earth He doeth it Himself." The presence of God in the world is the personal presence of the Divine Father. He is never far away from us. He knows everything about us, and is always ready to show His mercy and His pity, and to change our sorrows into joy. We are far too apt to think and speak of the Christian life on earth as a heavy and wearisome burden which can only be carried because we hope for a happy life in the world to come.

But that is a great mistake. True, the happiness of the world to come exceeds all we can imagine now, but the rest and refreshment our Lord promised us begin here and now. And the child of God who realises his Father's presence and his Father's love, feels the joy of Heaven already shining in his life, while all nature reminds him of God.

From above us and from under,
In the ocean and thunder,
Thou preludest to the wonder
Of the Paradise to be;
For a moment we may guess Thee
From thy creatures that confess thee
When the morn and evening bless thee,
And thy smile is on the sea.

Then from something seen or heard,
Whether forests softly stirred
Or the speaking of a word,
Or the singing of a bird,
Cares and sorrows cease;
For a moment on the Soul
Falls the rest that maketh whole
Falls the endless peace.

O the hush from earth's annoys
O the heaven, O the joys
Such as priest and singing boys
Cannot sing or say!
There is no more pain and crying
There is no more death and dying
As for sorrow and for sighing,
These shall flee away.

## SEIZURE OF ARMS AT YAUMATI.

### EXEMPLARY SENTENCES.

Two Chinese living at No. 179, Portland Street, Yaumati, and a woman living at No. 177, were charged at the Magistracy, yesterday, with the unlawful possession of two knives, two daggers, one revolver and five rounds of ammunition.

The weapons were found by the police in cubicles occupied by the defendants. At the previous hearing, the two men denied all knowledge of the knives and daggers, while the woman said that the revolver and ammunition were left in her custody by a friend. On Saturday, evidence of the discovery of the weapons was given, after which the Magistrate reserved his decision until yesterday, when the defendants repeated their previous statements.

Inspector Caygill, who prosecuted, asked the Magistrate to take a serious view of the case, in view of the fact that two shooting and stabbing cases had taken place in Yaumati recently. The revolver, which was found in the woman's cubicle, had had two shots recently fired from it, and, for all he knew, it might have been the revolver which was used in a recent shooting case in which two shots were fired, but, of course, he could not prove it. He received information of an armed robbery contemplated by the male defendants, and had to take immediate action, by raiding the house without a warrant.

The Magistrate convicted the defendants.

The Inspector then produced a letter written by a man in Canton, claiming the weapons as his. The Inspector said that this man had to leave Yaumati hurriedly after the defendants' capture, in order to evade arrest.

After reading the letter, the Magistrate (Mr. Hutchison) remarked that this man would be an interesting person to get hold of.

Inspector Caygill: Yes, but he is gone.

The two male defendants were sentenced to six months' hard labour each, while the woman was given the option of a fine of $250 or three months. She elected to go to jail.

## OPIUM DIVAN RAIDED.

### ILLEGAL TRAFFIC IN THE DRUG.

A Chinese woman was charged at the Magistracy, yesterday, with the unlawful possession of nine taels of prepared non-Government opium.

The defendant admitted possession, but said that the drug did not belong to her. It was left for safe keeping in her house by a friend, a woman travelling trader.

Inspector Grant, said that he raided the defendant's flat in China-town yesterday, and on a cockloft which the defendant admitted she occupied, he found the opium. Five tins were found in an ingeniously carved piece of wood which formed part of her bed, three tins in a basket, and one tin in the pocket of a coat which was hanging on the wall. The defendant said she had been here only a short time and did not know local regulations. She told witness that her husband was at sea. Witness had a strong suspicion that the flat was being run as an opium divan, as the other rooms in the house were all laid out for the purpose of opium smoking, and there were several people actually smoking opium on the premises when he raided it. In the cockloft he also found two opium pipes.

Mr. Hutchison imposed a fine of $500 or, in default, three months' hard labour. The drug was confiscated.

## TRADE RIVALRY.

### A HIRED BRAVADO.

At the Magistracy, yesterday, Mr. B. L. Potter appeared to defend a Chinese charged with assaulting another Chinese in Fat Hing Street, West Point, on Saturday.

Inspector Willis said that the wounded man was an assistant barber. He left his master's employ recently, and started a rival business next door. The master, it was alleged, became angry at this competition, and employed the defendant to assault the complainant. The defendant met the complainant in Fat Hing Street on Saturday, and having picked a quarrel, hit him on the head with a hammer, causing an ugly wound which necessitated five stitches.

The Magistrate (Mr. Hutchison) remanded the case until Wednesday, fixing bail in the sum of $50.

## PICK-POCKET'S MISFORTUNE

### RUNS INTO CONSTABLE'S ARMS.

At the Magistracy, yesterday, a Chinese was charged with picking the pocket of another Chinese in Connaught Road Central and stealing $75 in notes.

The complainant said that he was looking at a shop window when suddenly he felt a tug at his coat. He turned round and grabbed the defendant who had some money in his hand, but at once dropped the notes. The witness released the defendant in order to recover the notes, as he discovered they belonged to him and the latter ran away. Witness gave chase, and the defendant ran into the arms of a constable who was coming from the opposite direction.

The defendant pleaded mistaken identity.

The Magistrate (Mr. Smith) sentenced him to three months' hard labour.

BARGAIN SALE
FOR
TWO DAYS ONLY
IN OUR
MEN'S OUTFITTING DEPARTMENT
TUESDAY & WEDNESDAY,
August 17th and 18th.

| | | |
|---|---|---|
| Celtex Cellular Vest and Drawers | Per Suit | $2.00 |
| Black Cotton Half Hose, Morleys | " Pair | .75 |
| Striped Cotton Shirts Summer Weight | each | 3.50 |
| Soisette Shirts do. | " | 2.50 |
| Pyjamas Cotton | " Suit | 2.50 |
| Boots, Sizes 9, 10 & 11 | " Pair | 10.00 |
| Ties Wide End, Fancy | each | .75 |
| Peacocks Military Soles and Heels | " Pair | 1.50 |
| Merella Pyjamas All Wool | " Suit | 8.50 |
| "BVD" Vest and Drawers Soisette | " " | 3.25 |
| Summer Underwear very thin, various shades | " | 2.25 |
| Viyella Shirts, all sizes | each | 5.00 |

Leather and Leather bound suit cases—25% Reduction.
FURTHER REDUCTIONS.
LANE, CRAWFORD & CO.
15

DICK'S
PATENT
PACKING
—(UNIVERSAL SIZE)—
SOLE AGENTS:
LANE, CRAWFORD & CO.,
HONGKONG.
[469

JUST RECEIVED
BROADWOOD
PIANOS
Specially made for this climate.
The Anderson Music Co., Ltd.
117

Wm Powell Ltd.
TELEPHONE 346
—:o:—
HIGH-CLASS
GENTS' OUTFITTERS
SHIRTS AND PYJAMAS
A CHOICE ASSORTMENT IN
A VARIETY OF MATERIALS
TIES TIES
BATSWING—FOUR-IN-HAND
A LARGE SELECTION
ALWAYS SHOWING—
WASHING BOW TIES.
18

## NEW ADVERTISEMENTS

N THE SUPREME COURT OF HONGKONG.

COMPANIES' WINDING-UP.

No. 1 of 1920.

THE MATTER OF THE COMPANIES ORDINANCES 1911 to 1915

and

THE MATTER OF THE HASTINGS HODGE & CO., LTD.

NOTICE IS HEREBY GIVEN that a Petition for the Winding-up of the above-amed Company by the Supreme Court was, on e 3rd day of August, 1920, presented to the id Court by the Tak Wing Firm of No. 96, onnaught Road West, Victoria in the Colony Hongkong.

AND THAT the said Petition is directed to heard before the Court on the 28th day of ugust, 1920, and any creditor or contributory the said Company desirous to support or ppose the making of an order on the said Petition may appear at the time of hearing by imself or his Solicitor or Counsel for that urpose, and a copy of the Petition will be rnished to any creditor or contributory of the aid Company requiring the same by the undersigned on payment of the regulated charge for he same.

F. E. NASH,
Solicitor for the Petitioners,
14, Fedder Street,
Hongkong.

Note.—Any person who intends to appear n the hearing of the said petition must serve n or send by post to the above-named notice in riting of the intention so to do. The notice must state the name and address of the person, r, if a firm, the name and address of the firm, nd must be signed by the person or firm, or by is or their solicitor (if any), and must be erved, or if posted must be sent by post in ufficient time to reach the above-named not ater than four o'clock in the afternoon of the Twenty-Seventh day of August, 1920. [1341

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

From K...

THE Steamship

"LAISANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd Aug., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, August 16th, 1920. [1342

NOTICE TO CONSIGNEES.

S.S. "LAKE FARMINGDALE" VOY. 3-HOME.

From RANGOON via PENANG, SINGAPORE & SAIGON.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on August 22nd, at 10 a.m.

All claims must be presented within a week of the Steamer's arrival here after which they cannot be recognised. No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after August 23rd, will be subject to rent.

No Fire Insurance whatever will be affected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Shipping Board.
Hongkong, August 16th, 1920. [1343

G. R.

SALE OF DIESEL MACHINERY.

TENDERS are invited for the purchase of two sets of Vickers Diesel Machinery Marine Type, each set including one pair main engines with auxiliary machinery, propeller shafting and propellers. Each engine is designed to develop 800 B.H.P. at 380/400 revolutions. Tenders may be for either one or two sets.

One set is stored at the works of the Hongkong and Whampoa Dock Company and the other at Taikoo Dock Engineering Works. Both sets are packed in cases ready for removal. Purchaser will be required to remove the whole of the gear purchased by him from both or either of the above works, without any assistance of labour or appliances whatever from the Engineering Companies stated or from the Admiralty.

The Machinery will be sold without guarantee as to condition and with all faults and errors of description. Full particulars of the Machinery can be obtained from the undersigned, who will also issue permits to view the Machinery.

Tenders should be lodged at the Commodore's Office, Hongkong, not later than 12 Noon on MONDAY, August 30th.

H. G. LOWE,
Naval Store Officer.
Hongkong Dockyard,
Hongkong, July 31st, 1920. [1278

## PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 20 words in number and are prepaid.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
... Boxes P, Q, AD.

WANTED.—DOCTOR, British, at present North China, experienced in tropical medicine, lately demobilised, desires practice, partnership or locum tenency. Free October. Write—Box AK, care of *Daily Press* Office. [44

WANTED to Rent—Small Unfurnished HOUSE or BUNGALOW at the Peak. Please reply with particulars to Box AM, *Daily Press* Office. [46

NOTICE.

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Aguilar Street and will carry on business as before under the tyle and firm name of HIPTOOLLA & CO.

I have brought with me new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.

Inspection is cordially invited.

HIPTOOLLA,
Milliner and Draper.
Hongkong, July 21st 1920. 1240

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, August 10th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, July 17th, 1920. [1217

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE General Agents and Consulting Committee have This Day declared an INTERIM DIVIDEND of $15 per Share, payable to Shareholders on the Register on the 14th August, 1920. Dividend Warrants will be payable on the 21st August, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 21st August, 1920, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents,
China Sugar Refining Co., Ltd.
Hongkong, August 10th, 1920. [1324

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR ($1.) per Share for Account 1920, will be payable on WEDNESDAY, the 25th August 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday, 21st August, 1920, to Wednesday, the 25th August, 1920, both days inclusive.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, August 10th, 1920. [1325

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE CERTIFICATE No. 1004 for one silver share No. 100 now converted into 5 gold shares in this Society standing in the name of George Benton Aldeman of Alexandria has been LOST and if at the expiration of one month from the date hereof the above document be not forthcoming the said certificate will be deemed cancelled and of no effect and a certificate for the 5 gold shares will be issued in its stead by the Society.

PAUL LAUDHE,
for General Manager.
Hongkong, August 14th, 1920. 1336

FOR SALE.

NEW and COMPLETE PLANT including Wilfley Table for crushing and concentrating Ore. Just arrived.

For particulars apply—
CARVALHO & COMPANY,
Machinery Department.
[996

FOR SALE.

NO. 1, STEWART TERRACE, 87, The Peak.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
1281

INTIMATION.

DELICIOUS

SUMMER

DRINKS

Can be made with

WATSON'S

PURE FRUIT

SYRUPS

Mixed with plain or Aerated Water,

Raspberry, Strawberry, Lemon,

Lime Juice—etc., etc.

Prepared from the

GENUINE FRUIT JUICE.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

Telephone 16.

[11

### BIRTHS.

Eresson.—At Shanghai, on August 10th, to Mr. and Mrs. E. E. Eresson, a daughter.

Holdsworth.—At Swatow, on the 13th August, to Mr. and Mrs. C. S. Holdsworth, a son. [1340

Peck.—At Shanghai, on August 9th, to Mr. and Mrs. Harold Peck, a daughter.

### DEATH.

Killeen.—At Hankow, on August 7th, C. T. M. Killeen, in his 38th year.

Hongkong Office: 10a, Des Voeux Rd., C
London Office: 131, Fleet Street, E.C

The Daily Press.

Hongkong, August 17th, 1920.

## PUBLIC WORKS IN HONGKONG

Inasmuch as the Public Works Department is the largest spending Department of the Government of the Colony, the annual Reports of the Director are documents which should be of very general interest. The Director's Report for the year 1919 has just been received by us. It is a document of eighty-two printed pages, and the manifold activities which it chronicles involved a total expenditure of $3,448,896.46. For the general reader there is perhaps nothing of exciting interest in the "annually recurrent works" such as the maintenance of roads and bridges, water works, sewers and nullahs, buildings, Praya walls and piers, etc. This is all routine work which goes on year after year, albeit, it may be noted in passing, that with the steady development which is going on in all parts of the Colony the annual charge on the public purse for "annually recurrent works" shows corresponding growth. Thus in 1918 the expenditure on them amounted to $712,675, while last year it was $822,509. If there is any economising to be done it is not so much on annually recurrent works as on "extraordinary public works" which in the year 1919 cost the Colony $2,235,002 (as compared with $1,878,149 in 1918). The expenditure on extraordinary works represents more than two-thirds of the total expenditure of the Department, and it is therefore to the more important of these works as we find them dealt with in the Report that we propose to direct public attention. Few people have any adequate conception of the great variety of new public works on which the Department is engaged. At the present time the one feature which probably attracts most attention is the construction of new roads. So we glance first at what the Report has to say in that connection. One cannot fail to be struck by the amount of money which the advent of the motor-car has made it necessary or desirable for the Government to spend on road construction. Taking first the road round the island—that is to say making new roads and improving and widening existing roads, the Report before us furnishes what appears to be the last reference to these undertakings as "public works extraordinary," and adding together the expenditure on the various sections we get a total cost of $363,545. The other road construction work now in progress on the island includes an extension of Lugard Road, on the Peak, from Victoria Gap to High West Peak, a length of about 4,800 lineal feet, which is estimated to cost $55,000; a road contouring the hillside in Wongneichong and Tai Hang Valleys, undertaken for the purpose of opening up building sites in the two valleys, in addition to providing a motor route to the Hill District and a short route to Deep Water and Repulse Bays. The first section of this road, extending from Gap Road to the Taitam Tunnel outlet at the East end of Bowen Road, which is well on the way now to completion, is estimated to cost $120,000. Then there is a branch road to Wanchai Gap, forming part of a motor road to the Peak district, construction of which is also well advanced, estimated to cost $80,000. A sum of $23,735 was spent on the road contouring Mount Gough from Findlay Road to Gough Hill Road. In the city the widening of Wanchai Road to 42 ft., involving numerous resumptions of property and the setting back of the frontage of existing buildings, will cost some $60,000; the widening of Queen's Road West to 60 ft., now in progress, is estimated to cost $150,000; extensive improvements on Pokfulam Road, including the widening of a bridge, cost about $16,000. In the New Territories the expenditure on the new twenty-foot road from Shamsuipo to Castle Peak was $433,078.12; the widening and improving of the road between Shatin and Taipo cost $103,463.90; and metalling and tarring the portion of the Fanling to Castle Peak Road was estimated to cost $50,000. The biggest and most costly work in progress on the other side of the harbour is the further reclamation of Shamsuipo, involving an area of 65.24 acres, for which the total estimates amount to $730,000. Buildings, of course, figure largely among other "extraordinary works," notably quarters for Government officers. The contract for the quarters for European officers at Leighton Hill, eight two-storied buildings, was let for $218,856.47; a contract for scavenging coolies in Hospital Road was accepted for $133,272.30; there is an estimate of $120,000 for officers' quarters below "Tanderagee," The Peak, sites for three houses, in the first instance, being in course of preparation; there is another estimate of $100,000 for officers' quarters "elsewhere," but as the resumption of certain land which the Government desired to acquire for the purpose had not been completed by the end of the year, no part of this vote had been spent. At Kowloon for the second block of quarters for subordinate officers (six two-storied houses), adjoining Cox's Path, the expenditure was $78,901 (making $105,859 for the two blocks). On waterworks also much money is being expended. The Report records the completion of the additional service reservoir, etc., at West Point, begun in 1914, at a total cost of $385,851.37; there is a vote of $50,000 for a catchwater contouring hills on the west side of Tytam Bay, but owing to lack of staff it was not found possible to proceed with this work; work on filter beds for the Eastern district, estimated to cost $40,000, was held up awaiting the arrival of pipes from England; $14,813 was spent on miscellaneous waterworks on the island, and $27,057 on laying water mains in the Shamsuipo district. Two public offices figure among the new buildings. On the Central Police Station extension, which had been practically completed by the end of the year, $227,633 had been spent out of an estimate of $281,000; and on the Imports and Exports Office, which is estimated to cost $345,000, only $50,654 had been spent down to the end of last year. This by no means exhausts the list of "public works extraordinary" covered by the Director's Report, but the features we have mentioned will serve to give the public a general view of the recent and present activities of the Public Works Department. The Report is a record of work accomplished or in progress. Many desirable though costly public works extraordinary are in contemplation in the very near future, and it is an eminently satisfactory reflection that such undertakings are possible out of the ordinary revenues of the Colony. They afford remarkable evidence of the Colony's growing prosperity and, generally speaking, they will do much to ensure its continuance.

Two cases (two deaths) of plague and one case (one death) of enteric fever were reported in the Colony on Saturday.

"The Quaints" make their re-appearance at the Theatre Royal, on their return from the North, on Thursday and Friday next.

Vice-Consuls Taylor and Sawyer, and Mr. Tolles, of the American Consulate-General, are undergoing examinations for permanent appointment in the American Consular service.

A petition for the winding-up of The Hastings & Hodge Co., Ltd., is to be heard on the 28th inst. at the Supreme Court. A notice by the solicitor for the petitioners appears among our to-day's advertisements.

The *Laisang*, which arrived in Harbour, yesterday, from Kobe and Moji, had on board seven Germans—four women and three men. They are supposed to be on their way to Canton to engage in missionary work.

The late M. Rouet de Journel has been succeeded in the management of the Banque Industrielle de Chine in Hongkong by M. Montargis from Yokohama. M. and Mme. Montargis came down from Yokohama on the *Nanking*.

The Criminal Sessions will be opened at 10 a.m. on Wednesday, August 18th, and adjourned to 10.30 a.m. on Monday, August 23rd. We are asked to state that jurors will not be required to attend until Monday, August 23rd.

Mr. G. G. Brady of Yokohama has been appointed by the French Government an *Officier d'Academie* in recognition of his generous support of the Alliance Francaise in that port for many years by his public-spirited social activities.

Captain Ricou made an attempt to fly from Macao to Shanghai on Sunday, but owing to running out of gasoline had to descend near Pagoda Anchorage. We understand Captain Ricou expected to reach Shanghai in eight hours.

It will be noticed in our advertising columns that the address of Mr. G. Johnston, Manufacture of Kaspoodry and Rhinohyd, has been changed from 9, Broad Street, Bloomsbury, to 173/177, Shaftesbury Avenue, W.C., 2, London.

A typhoon which visited Japan on the 4th inst. did considerable damage in various parts of the country chiefly due to swollen rivers. A remarkable feature was a snowstorm on the famous Mount Fuji, snow falling down to the sixth station.

Weihaiwei has been suffering from "a great heat wave." A resident there writes: "The heat here during the past week has been terrific and the thermometer, as in Shanghai, registers in different parts of the Settlement from 88 up to 96 in the shade."

According to a Canton press report, Mr. Ma Yue-lun and several other merchants of Hongkong intend building a railroad between Punyu and Hoiping. It is understood that an application for a Government charter has been approved and that the project will be rapidly carried out.

It is stated that the proposed capital of $2,000,000 has been successfully raised for the organization of the China Spinning & Weaving Company. It is also reported that a large tract of land has already been purchased at Pak Hin Hok, Honam, for the construction of the proposed factory.

In spite of the inclement weather there was a large congregation present at Mr. Denman Fuller's organ recital at St. John's Cathedral last night. The programme was one which appealed to the congregation and Mr. Fuller's masterly interpretation of the selections was greatly enjoyed. Messrs. Freeborn and Crocker, the soloists, were in exceptionally good voice. A collection was taken in aid of the Organ Fund.

On its last trip the China Mail steamer *Nanking* had a black and white Shetland pony and six fine saddle horses on board. The pony was for the son of one of the Chinese Generals and the horses, which came from one of the finest stables in California, were for the Chinese Government and were to be used for breeding purposes. The horses and the pony were provided with comfortable quarters on the main deck in the aft part of the ship and stood the trip across the Pacific well.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation of $50 from The Pharmacy and donations of $25 to the funds of the Hospitals from the following: Cawasjee Palanjee & Co., Java, China, Japan Lijn, Johnson, Stokes & Master, Sir Ellis Kadoorie, Lane, Crawford & Co., Linstead & Davis, Moxon & Taylor, Little, Adams & Wood, Palmer & Turner, Pittendrigh, Rumjahn & Co., Ltd., N. J. Stabb, and Wilkinson & Grist.

Under the heading of "Happy Singapore" G. V. W. writes in the *Financial News*:—Quite a number of miscellaneous companies in the past have removed from London to climes where the local Chancellor is less rapacious. Within the past day or two the first movement has been made by a London rubber company with a view to registration in Singapore, where taxation is extremely light. There is no corporation tax, super tax, no E.P.D.—nothing beyond an income-tax of 6 per cent., on profits. We might recall that there used to be a saying: "Oh, what a happy land is England!" A very considerable section of the public would not be prepared to subscribe to that formula now-a-days.

The sudden death is announced at Shanghai of Mr. Carlos Francisco de Salles Collaco, from apoplexy. In the course of two weeks Mr. Collaco was thrice seized with apoplectic fits and succumbed to the third attack. On the day of his death he was at his duty at the Hongkong and Shanghai Bank, where he had been employed for the last ten years. He was a keen outdoor sportsman, and will be remembered for his walking feats as a member of the Portuguese team in the International Walking Matches, as in every contest he finished in a prominent position. He served for a number of years as a Volunteer, and recently as a Special Constable. He leaves a widow, six children, an aged father and several brothers and sisters to mourn his loss. Mr. Collaco was 40 years of age.

## THE CHINA COMMAND.

### GENERAL VENTRIS'S SUCCESSOR.

Major-General F. Ventris, C.B., who has been General Officer Commanding the Forces in China during the past five years, is being relieved in the Autumn.

His successor in the Command is Major-General Sir George Macaulay Kirkpatrick, K.C.B., K.C.S.I., who is leaving England early in October to take up the appointment.

Major-General Sir George Kirkpatrick was born on August 23rd, 1866, being a son of the late Sir George Airey Kirkpatrick, K.C.M.G., ex-Lieutenant-Governor of Ontario. He was educated at Trinity College School, Port Hope, Canada; Haileybury and the Royal Military College, Kingston, Canada. He joined the Royal Engineers in 1885, and has been for some years past a well-known Staff Officer. He has held Staff appointments in South Africa, Canada and at Headquarters in India. Subsequently he became Inspector-General of the Australian Commonwealth Military Forces. On the outbreak of the War, he became Director of Military Operations in India, and in January 1916 became Chief of the General Staff at Headquarters in India.

## CANTON SPINNING SHOP LABOUR.

### 40,000 PERSONS AFFECTED BY DEMAND FOR HIGHER WAGES.

Canton, says the *Canton Times*, has about 40,000 labourers in the spinning trade. They are mostly found outside the North Gate of the city, while some live in Hak Ka Cheng, Sum Tin Cheng and Nam Tsun, in Honam. Their former wages for spinning 1 *cheung* (12½ feet) of cloth of about two feet in width were from 32 to 40 coppers. During the Great War, the cloth business was dull because of lack of shipping facilities and inability to get enough foreign yarns. Consequently the wages of the spinners were reduced by one-third. The spinners can see no reason now why they should not be paid their former wages since the trade is normal. They have ceased working for the present. Their employers, however, hope to induce the labourers to resume work at an early date.

## JAPANESE IMMIGRANTS IN UNITED STATES.

With reference to the statement made by Mr. Johnson, of Tacoma, regarding the "underground" methods of Japanese immigrants in the United States, the Japanese Embassy in Washington has given out a statement to the effect that the Japanese Government has no knowledge of the movements of Japanese coolies after the latter land in South America. The statement declares that it is impossible for the coolies to enter the United States from Mexico.

Japanese labourers, the statement avers, enter the United States direct from Japan, or *via* Honolulu, because the Japanese Government is maintaining strict surveillance over immigrants desiring to go to the United States and is living up to the conditions of the Root-Takahara Agreement.

# CABLES.

*LATEST CABLES.*

[THROUGH REUTER'S AGENCY.]

## AMERICAN OPEN GOLF CHAMPIONSHIP.

### WON BY AN ENGLISHMAN.

TOLEDO (Ohio), August 14th.

The Englishman Ray has won the American Open Golf Championship by 295.

The Americans Burke and Diegel, and the British players Hutchinson and Vardon were bracketed with 296.

## AMERICAN WIRELESS.

### PRESS RATE OF 10 CENT A WORD.

WASHINGTON, August 14th.

The Naval Communication Service begins to-morrow when commercial private press messages will be accepted for transmission to France by wireless.

The commercial rate will be the same as the cable rate.

The Press rate will be 10 cents per word.

Messages will also be acceptable for other European countries, *viâ* the Lyons radio station.

## WORLD'S PRESENT TROUBLES

### SEEKING HELP FROM QUAKERS.

LONDON, August 13th.

Representatives of China and Japan, including Dr. Nitobe, the assistant secretary of the League of Nations, and representatives of European countries have commenced a conference with the Quakers' All Friends Society in London to-day with the object of considering the nature of the basis of the Friends' Peace Testimony and its application to the needs of the world at present.

## CROWN PRINCE OF RUMANIA.

### ARRIVAL AT SAN FRANCISCO.

SAN FRANCISCO, August 13th.

The Crown Prince of Romania has arrived here from Honolulu.

*EARLIER CABLES.*

## THE POLISH SITUATION.

### PEACE AFTER CAPTURE OF WARSAW.

BERLIN, August 14th.

The Commander of the Fourth Bolshevist Army has informed a German Pressman that a Polish Soviet was formed at Bielostock on July 30th, and will proceed to Warsaw after the capture of the capital, and from there they will conclude peace with the Soviet on the basis of self-determination.

### POLES RESTORING EX-GERMAN FORTRESES.

The *Lokal Anzeiger* reports that the Poles are restoring the ex-German fortresses of Graudenz and Thorn and are organising resistance on the Vistula line.

### POLES EVACUATE SOLDAU.

BERLIN, August 15th.

The Poles have evacuated Soldau.

### POLISH DELEGATES LEAVE FOR MINSK.

LONDON, August 15th.

The *Weekly Despatch* correspondent at Warsaw has wired to the effect that the Polish Delegates left for Minsk yesterday morning.

## BUBONIC PLAGUE IN PARIS.

### FOUR CASES, ONE DEATH.

PARIS, August 14th.

Four cases of bubonic plague (one death) have been reported. It is hoped to prevent the spread of the disease.

## TO IMPROVE CONDITION OF GERMAN MINERS.

### ALLIED COMMISSION MEETING AT ESSEN.

PARIS, August 14th.

The Allied Commission is meeting at Essen forwith to investigate the means of improving the German miners' conditions in accordance with the Spa Coal Protocol.

## LAMBETH CONFERENCE ENDED.

### OVERSEAS BISHOPS LEAVE.

LONDON, August 15th.

A number of overseas Bishops are returning from the Lambeth Conference by the *Aquitania*.

## LABOUR SITUATION IN ENGLAND.

### GROWING UNEMPLOYMENT.

LONDON, August 15th.

To-day the *Weekly Despatch* confirms the fears of growing unemployment. It has collected information from industrial centres and says that the Liverpool shipbuilding outlook is very gloomy. The dockers and electrical trades are already badly affected. Thousands are out of work. Similar reports have been received from Hull, Burnley, and South Wales.

## IRISH MAYOR HUNGER-STRIKING.

LONDON, August 15th.

The Lord Mayor of Cork, who was arrested on August 13th, has gone on a hunger-strike.

## THE ENTENTE.

### MR. GARVIN'S VIEWS.

LONDON, August 15th.

Mr. Garvin, writing in the *Observer*, states that the French action in regard to General Wrangel has made it impossible for Great Britain to go to actual war on any issue connected with Poland and has almost thrown the whole of the East European game into M. Lenin's hands. The Entente must be revised; there must be union, freedom and goodwill. The recent relationship has been a union of fetters.

### SOCIALIST UNBELIEVER IN "DIRECT ACTION."

BERLIN, August 15th.

A socialist named H. Kendman (! Hyndman), speaking at a meeting of the National Socialist Party said he did not believe in "direct action" because people who would not go to a ballot would not go to a barricade.

## ASHES OF NIKOLAIEVSK VICTIMS.

### RELATIVES REFUSE TO ACCEPT THEM.

One of the surprising ways in which the organization of the Japanese army moves may be inferred from the unfailing regularity with which the remains of those who are killed in the field—no matter how low may be their position in the army—are sent to their relatives either in the form of cremated ashes or hair of the head, says the *Japan Advertiser*. There are instances of those who fell in the siege of Port Arthur where their remains failed to reach their relatives but these cases are more an exception than a rule. Of course there have been some who were inclined to cast suspicion as to the genuineness of the alleged remains but so long as the relatives of the deceased, who are, after all, the most interested parties in such matters, are willing to accept them in good faith there would be no necessity to go deeper into the matter.

NONE SURVIVED.

The Nikolaievsk affair appears to have given rise to a rather awkward incident owing to the "manufacture" of remains of deceased people. The relatives of some naval officers, for instance, were quite puzzled at the circumstantial accounts, officially given, of the way in which these men died at Nikolaievsk though so far as they are aware there were none who survived the disaster to tell the tale. The relatives were further surprised when they received in due course what purported to be the mortal remains of their kinsmen and some of them have openly raised their doubts as to the genuineness of the alleged remains.

A similar trouble arose in connection with the 310 officers and men of the Mito regiment who died at Nikolaievsk. The remains, cremated ashes, of these men in so many receptacles have been brought over from Nikolaievsk and arrived at the headquarters of the Utsunomiya Division and a religious service was held over the remains at the Military Club there. The remains were brought to Mito to be distributed among the relatives.

REASON FOR ACTION.

The rumour as to the doubtful nature of the alleged remains had preceded their arrival and some of the relatives of the deceased, especially those of Lieutenant-Colonel Ishikawa, refused to take the remains offered them saying that no remains can exist without first discovering the body of which no notice has been received. Owing to the existence of a similar feeling among the Mito relatives the commander of the Utsunomiya Division sent his adjutant to Mito and in the presence of the relatives and newspaper men he made an explanation to the following effect. Of the 310 officers and men killed only the bodies of Lieutenant Tsukamoto and 50 soldiers were identified. When the Imperial messenger arrived at Nikolaievsk all the unidentified bodies were collected and cremated after prayers had been offered by Buddhist priests and as it is certain that these contained the bodies of the unidentified men their relatives are asked to receive them as those of their kinsmen as a matter of good faith. If they object to receiving them, said the adjutant, they will have to be buried in the common military cemetery.

## FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL."]

### STEAMER SUNK NEAR SUMATRA.

### NINETEEN PERSONS DROWNED.

SINGAPORE, August 16th.

The steamer *Stephen* was sunk between Penang and Sumatra. Eight passengers and eleven of the crew were drowned. The 23 survivors were landed at Sabang.

[THROUGH REUTER'S AGENCY.]

### SIR BEILBY ALSTON RECEIVED BY THE KING.

LONDON, August 14th.

His Majesty the King received Sir Beilby Alston on his appointment as British Minister at Peking and invested him with the order of Knight Commander of St. Michael and St. George.

## SELLING A FLEET.

### THE LAST CHAPTER OF INCHCAPE DEAL.

Lord Inchcape has completed the achievement of disposing of the 198 steamships which last year he took over from the Government, says the *Morning Post* of July 1st. The sum involved was £35,000,000. Not only is the magnitude of the transaction marvellous, but what is almost equally surprising is that the charges incurred in carrying it through amount to the relatively meagre sum of £850. Not a penny of profit has accrued to Lord Inchcape or to any of the firms with which he is associated.

In a letter which he has just communicated to the various purchasers of this huge fleet of vessels Lord Inchcape writes:—

The charges incurred for clerical help, printing, passages, telegrams, etc., in connection with the purchase and sale of 198 steamers, involving £35,000,000, have amounted to £850, equivalent to one 412th part of £1 per cent.

No gain has been made by my firms, my companies, or myself through any of the transactions, no commission of any description has been taken or paid, and the sales have, in every instance, been made to the highest bidder. Where more offers than one at the same price were received the offer of the would be purchaser who had the better claim to replenish his fleet owing to war casualty was accepted.

HISTORY OF THE TRANSACTION.

This is the concluding chapter in a great transaction. Its beginnings go back to the war and the months which followed the Armistice. The terrible inroads which the German submarine campaign made on British mercantile tonnage forced the Government to embark on a large programme of merchant shipbuilding on their own account. The principle of the standard ship was adopted in order to hasten construction. The work was pushed on with all the speed and energy which the resources of the shipyards and of labour would permit. Accordingly, when the Armistice arrived the Government found themselves the owners of a vast mercantile fleet.

In March, 1919, the position as regarded standard ships was that 205 had been delivered, and of these 146 were working under Government charter, and 59 had been sold to private owners. In addition, 203 were under construction, having been ordered before the Armistice, but not completed. Frankly, the possession of these and other commercial vessels, invaluable as they were to meet the terrible stringency of the war, was bound in time to become an embarrassment to any Government. Shipowning is a highly specialised business, calling for knowledge, experience, and watchfulness of of a hundred and one factors in the commercial conditions of the world. No department of bureaucrats can possess the alertness of mind and swiftness of decision that are required to control a fleet of cargo steamers.

RELIEVING THE GOVERNMENT.

Lord Inchcape's action relieved the Government and the nation from this prospective embarrassment. Taking counsel with leaders in the shipping world, in which he himself is a outstanding figure, he offered to take over great blocks of shipping from the Government, accepting the financial risk. It was a courageous move, inspired by the firm conviction that State ownership was a shackle on initiative, and that by private enterprise alone could the future of British shipping be secured. His offer was accepted. The transaction has now been successfully carried through to the finish. The vessels have been distributed among the shipowners of this country. A vast amount of mercantile tonnage has been naturally absorbed.

In carrying out this achievement, which brought him no financial gain, Lord Inchcape has received in full measure the good-will and confidence of the shipping community. In the past few months very little has been heard in public of what was known as the Inchcape deal, but so large a transaction has required a vast amount of detailed adjustment. The more one studies it, the more one is impressed by the fact that the incidental charges came only to £850.

## UNITED STATES ALIENS.

More than two and a half millions foreign-born residents of the United States are waiting to go back to the land of their birth, according to Mr. F. A. Baker, superintendent of the department of immigration. Lack of steamship passenger facilities, unsettled conditions in Europe and currency deflation are some reasons of their being unable to return to their homes. Of those who have gone to Europe with the intention of settling there, a large majority returned to the States within a few months, owing to the high cost of living in Europe.

## COMPANY MEETINGS.

### HONGKONG STEEL FOUNDRY, CO., LTD.

An extraordinary meeting of the above Company was held at the office of Messrs. Gordon & Co., yesterday, the 16th inst., and was attended by Messrs. T. Maitland (Chairman), E. J. Grist, A. C. Leith, Geo. Grimble (by his proxy E. J. Grist), A. Button, T. F. Hough, M. S. Northcote, R. Hancock, and P. Tester.

After the acting secretary had read the notice calling the meeting,

The CHAIRMAN said:—Gentlemen,—Before we proceed to the business of to-day I wish to express and put on record our sense of the great loss we have sustained through the death of Mr. A. G. Gordon. Mr. Gordon was the founder of this Company and his firm were the General Managers. I am sure you will all join me in expressing our sympathy with his widow and children in the great loss which they have sustained through his death. The present meeting has been called as a consequence of the death of Mr. Gordon. Mr. Gordon's firm, Messrs. Gordon & Co., were, under the terms of the Articles of Association, General Managers of the Company. Messrs. Gordon & Co. is now being wound up, and as a consequence it has become necessary to vest the management in Directors. For this purpose the Consulting Committee have caused entirely new Articles to be drafted and this draft has been opened to the inspection of members, as is expressed in the notice calling this meeting. These Articles are drawn in an up-to-date form and are as brief and simple as possible. I will now put the resolution set out in the notice calling the meeting for the purpose of adopting these new Articles in the place of the old.

The CHAIRMAN then proposed the following resolution: "That the regulations contained in the printed document submitted to the meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the articles of the Company, to the exclusion of and in substitution for all the existing articles thereof."

Mr. HOUGH seconded, and it was carried unanimously.

The CHAIRMAN intimated that a confirmatory meeting would be held on 6th September next at noon.

## NEW INCOME-TAX LAW IN JAPAN.

### EXPLANATION BY THE AUTHORITIES.

With reference to the new Taxation Law passed by the Diet in the extraordinary session just closed, the Taxation Office authorities make the following statement concerning the features of the new law:—

"The minimum individual incomes subject to taxation were formerly Y.500, but the limit is extended to Y.800 according to the revised system, with the following grades of rate:—

| Amount of Incomes. | Old Rate per Annum. | Revised Rate. |
|---|---|---|
| Yen. | Yen. | Yen. |
| Up to ...... 800 | 24 | 4 |
| Up to ...... 1,000 | 30 | 6 |
| Up to ...... 2,000 | 70 | 31 |
| Up to ...... 5,000 | 265 | 171 |
| Up to ...... 10,000 | 750 | 541 |
| Up to ...... 100,000 | 10,450 | 14,966 |

"It should also be noted that in the incomes of labourers and salaried men less 10 per cent. were subject to taxation under the old system, but the revised system specifies the reduction of 20 per cent. This means that no actual incomes falling short of 1,000 yen per annum will be taxed, so far as salaried men are concerned.

"The new system also specifies that for those with incomes below 3,000 yen, if the family includes persons above 60 years of age, cripples, or children below 18 years of age, the taxable amount will be fixed by substracting from the actual incomes at the following rates:—

| | Actual Incomes. | Substraction per head. |
|---|---|---|
| | Yen | Yen. |
| Below | 1,000 | 100 |
| Up to | 2,000 | 70 |
| Up to | 3,000 | 50 |

"Accordingly, those salaried men with annual incomes of Y.1,500 will be exempted from the income taxes when they have aged persons or young children to support.

"Under the old system companies were taxed on their dividends, but the revised law levies the tax on the individuals receiving such dividends. The amount subject to this taxation will be fixed by subtracting 40 per cent. from the actual amount of dividends.

"Comparatively heavy taxes will be imposed on companies which enjoy good profits. According to the old taxation law, it was on the net profit that the income-tax was imposed, but the new system levies the tax on the incomes of companies in accordance with the following three classes:—

"1st.—The profit, less 10 per cent. of the capital, known as excess income, will be taxed at the rate of 2 to 15 per cent.

"2nd.—Dividends will be taxed at the rate of 5 per cent.

"3rd.—The reserve funds set aside of each term will be taxed at the rate of 10 to 20 per cent."

## OUR LONDON LETTER.

### SURRENDER OF GERMANY'S LARGEST AIRSHIP.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 7th.

WHAT IS THE GOOD OF IT?

It is curious to note the comparative indifference of the public over the surrender of Germany's largest airship, the L71. The huge gasbag, the last word in Zeppelin construction, was piloted across the North Sea and came to ground at Pulham with scarcely any notice in the Press. Yet it was a quite notable event. For one thing the surrender of L71 was more galling to German pride than even the handing over of the High Seas Fleet in 1918.

The Germany Navy was the Kaiser's creation and his joy. On the other hand the airships were the special pride of the people. Count Zeppelin's invention enabled them to obtain the mastery of the air at the time the war broke out; and although their aeroplane pilots were no match for our men, it is true that we did not produce an effective dirigible until after the Armistice.

The fact is that Great Britain never has had faith in the giant airship. The scepticism as to their ultimate value still exists and is likely to continue. I hear the question asked what is the good of L71 now that we have it safely housed on the Norfolk Broads! A convincing answer is not easy to find. From a commercial point of view there is little doubt that these craft cannot be made to pay. From the military standpoint they are expensive, and their usefulness is strictly limited.

CHINESE STUDENTS.

It has been represented to me by important interests that it would be a very desirable thing if something were done to arrange a scheme for the training of a large number of Chinese students in this country. Something is done now in this direction, but it falls far short of what ought to be easily possible.

It is obvious to anybody who gives thought to the subject that nothing could be better calculated to promote a true understanding between the two countries than the education of young Chinese in England. Other countries are alive to the advantages of this kind of personal relationship. The Americans are encouraging Chinese students to enter their schools. As is well-known the balance of the Boxer indemnity still outstanding so far as the United States is concerned is being devoted to the training of young men from China; but as the British Government are not at all disposed to ear-mark any money due to them from this source some other means of finding the necessary funds would have to be discovered. The question is whether the money could be provided by people on your side, looking at the outlay as a business proposition.

At the moment there are 680 Chinese students in France undergoing their training there at the expense of the French Government. There ought surely to be double that number here, having regard to the immensity of British interests in China; for it is reasonable to suppose that students returning home would spread a knowledge of British modes of thought and action, of British history and tradition, and of the ideals represented by the British Empire.

WORRIES OF AN M.P.

Members of Parliament are much perturbed over a new method of worrying them which certain classes of their constituents are daily using. Of late it has become the custom for persons and organisations engaged in agitation for one thing or another to make their appeal in the newspapers. They state their facts and arguments just how they like, and pay for the publicity, needless to say, at full advertisement rates. At the bottom of these bold announcements bidding for popular support a little coupon is generally to be found with the instruction, "Cut this out and sign it, and then post it to your Member." It is propaganda pure and simple.

This has been done in respect of quite a large number of subjects of public controversy in recent months—over the Pussyfoot campaign, for instance, the treatment of Armenia under the Peace Treaty with Turkey, and at the moment with regard to the Excess Profits Duty.

In the result Members of Parliament are becoming annoyed. I learn of one member who received 300 coupons by the first post a few mornings ago. He considered it his duty as a matter of courtesy to acknowledge the coupon received from each of his constituents, and apart from the labour involved the postage on 300 postcards amounted to 25s. The galling part of it is that this is obviously manufactured agitation, but most members are afraid that if they ignored such communications altogether it would cost them votes at the next election. And they are being swamped with these hated coupons practically every week!

STUPENDOUS FIGURES.

A great deal of interest has been aroused by the publication of the concise summary which Mr. Chamberlain has laid before the House of Commons to explain the financial position of the country at the present time.

This statement, which is entitled "Command Paper 779," shows that our pre-war debt stood in 1914 at £314,952,000. To-day it has reached the total of £7,881,893,000. But as a counter-poise to that vast sum there is owing to Britain by the various Allied nations the sum of £1,731,100,000, in which total is included Russia's debt of £568,000,000. India owes us £31,000,000, and the Dominions £119,500,000. The nation's "war assets" are valued at £2,881,600,000 and "other assets" at £95,343,000.

These figures are vast, but they do not justify despondency. If British grit shows its power—and there is no reason to suppose that it will do otherwise—in the new competitive era, and is not hampered by incessant Labour troubles, Britain will win through in peace as triumphantly as she did in war.

## "THE HOUR BEFORE DINNER."

### A SUMMER EVENING IN LONDON.

Piccadilly to Chelsea.

Seven-thirty, the bright summit of the season; London flushed, expectant, a little discontented. It is the discontent of the unnourished. We just begin to feel ready for dinner.

The sweep of Piccadilly, the chariot of the arch challenging St. George's Hospital, shimmering in an almost Italian light.

A young man like St. Michael overthrowing Lucifer leaps out of a taxi to fetch a girl standing on the steps of one of the houses in Belgrave-square. She has a violet dress and a cloak like a last sunset; she is the colour of the fuchias that grow in high hedges on the banks of the Shannon. She has cool, bare arms like arum lilies—ringless, fingers like tuberoses. How many generations of idleness, how much ignorance of a kind, has it taken to turn out this masterpiece? They are going to dine at the Ritz. They are very young; dinner will make very little difference to them.

A huge car is rolling south. Husband and wife sit as far apart as it is possible to sit on the same seat. It would be less marked and more decent were one of them to sit as far off as the chauffeur. They do not feel that way. She has a rampart of white curls and a black ribbon round a well-preserved neck; his corpulence is triumphantly controlled by the three jewelled buttons of his white waistcoat. They are apparently going to dine in S—— Gardens. There will be an ice pudding like a fairy castle, and the joint will not be omitted from the menu. If possible, they will be a little more torpid after dinner than they were before.

A reedy young man in a Tyrolean hat and a butterfly tie is crossing Sloane Square. He has manuscripts and books under his arm. With him is a lady old enough to be his mother if she is one of those many women who married at seventeen. She has pink cheek, not out of a box, but because honestly she feels gloriously well. Is her fair hair going white, or was her white hair fair? Vitality, like charity, covers a multitude of shortcomings, if not sins; without it she might have run to flesh, but it has just saved the lines of her vigorous figure. They are evidently going to dine at the Chanticleer. After dinner he will read his poems, and she will turn the listening expression to his face while she is really gleaning the very intimate conversation going on between the interesting couple at the next table.

Twenty years ago they read her their poems; twenty years hence they will still be doing it. She has never heard one of them. Happy, happy young men!

Another car turns up Sloane-street. Inside, a big, furrowed man with a sheaf of papers, and his hand on his stick. The plough of life has gone deep over his face—deeper on the right side than on the left. With him, a thin, noticeable woman, in long, gentle, black and a tricorne hat.

They are both as tired as they are intelligent. They must be going to the Cafe Royal; and somehow we have a sympathetic hope that they will feel brighter after the soup.

In the King's-road, at the kerb outside Chelsea Town Hall, a slight girl stands in trodden white shoes, and a lilac muslin dress. Her lovely, painted, triangular face is lifted to number 10 'bus. She dangles a black satin reticule, sprouting a magenta handkerchief, and jingling pence. God knows where she will dine or if she will dine at all.

—V in the *Observer*.

## JAPANESE SHIPOWNERS EMPLOY CHINESE.

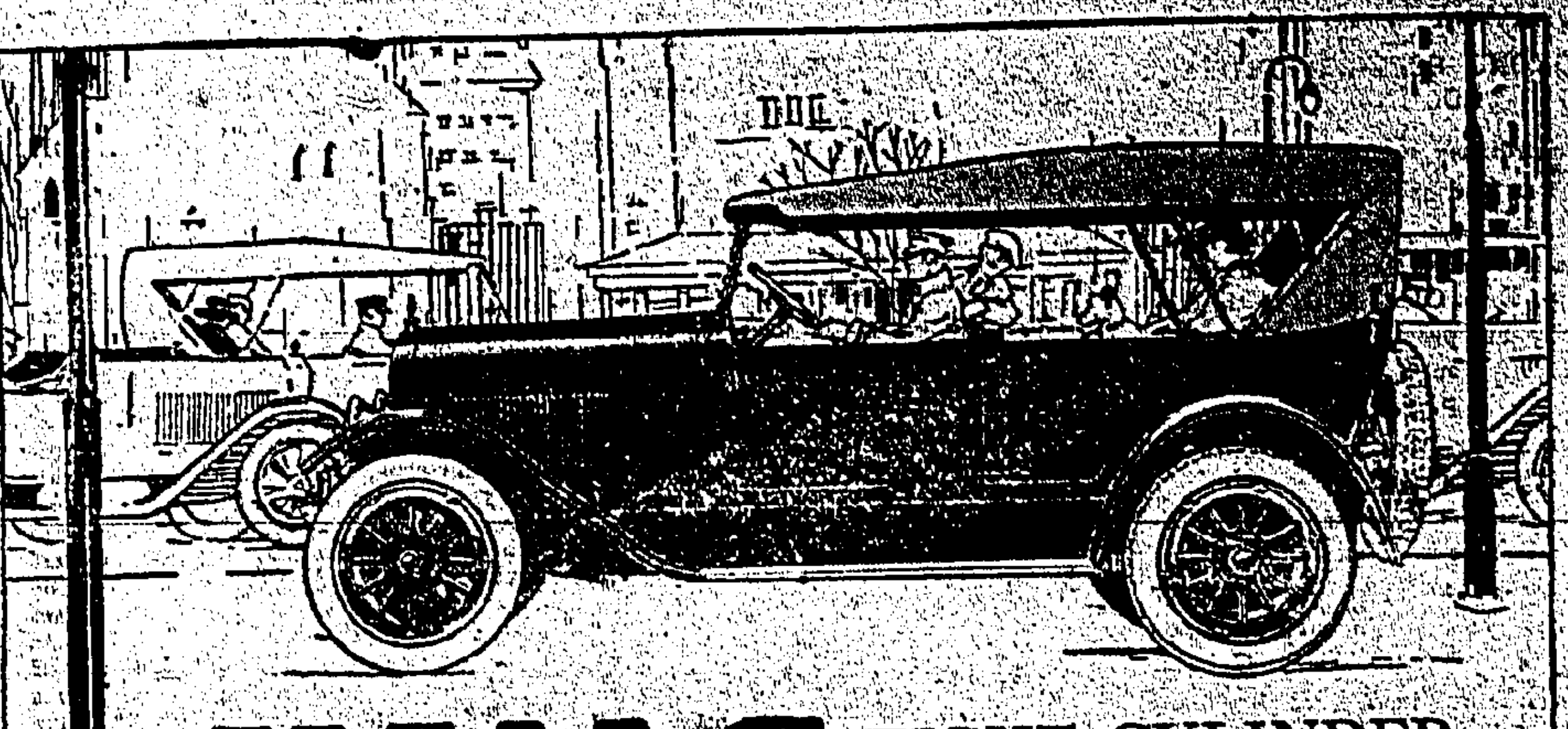
### KOBE SEAMEN WILL APPEAL TO GOVERNMENT.

Some seamen in Kobe contemplate appealing to the Government for the restriction of alien marine labour in Japan, owing to the fact that some shipowners are trying to supersede Chinese for certain classes of seamen employed on their own steamers. The attempt is due to the depression of the shipping market which is impressing on Japanese shipowners the necessity of cutting down wages. Chinese accept lower wages than Japanese, and the Kokusai Kisen Kaisha has already employed thirty-two Chinese each on the *Kofuku Maru* and the *Naples* and thirty each on the *Shanghai Maru*, *Ryufuku Maru*, *Yamo Maru*, and the *Chile Maru*, dismissing the corresponding numbers of Japanese stokers. Twenty-one Chinese have also been employed on the *Uralsan Maru*, of the Yamashita Kisen Kaisha, and fifty each on the *Sasaki Maru* and the *Kobe Maru*, both of the Nippon Yusen Kaisha Company.

This practice of the shipowners has created a panic among Japanese seamen, and they are earnestly considering ways and means of meeting the situation. The opinion prevails among them that the only effective means of getting redress is to ask the Government to restrict the use of alien marine labour in Japan, says a Japan contemporary.

## JAPAN CONTEMPLATES A BIG AVIATION CORPS.

The *Nichi Nichi* learns that the Japanese naval authorities, with the new estimates passed by the Diet last month, are now making preparations to expand the aerial service. According to the new programme, 17 aeroplane divisions will be established in Yokosuka, Kure, Sasebo and Maizuru Naval stations. At present the Japanese Navy has only two aeroplane divisions, one in Yokosuka and another in Sasebo. Quite recently the Naval authorities placed an order with the Asano Shipbuilding Yard for the construction of a large aeroplane-tender which is to be built after the pattern of up-to-date craft in the British Navy. Further, the Naval authorities contemplate establishing a large aviation station on the Kasumigaura lake, near Choshi, facing the Pacific.



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813

## PERSIA'S SORRY PLIGHT.

### BRITISH POLICY BLAMED.

The special correspondent of *The Times* in the Middle East wrote from Teheran on June 23rd:—

Vossukh-ed-Dowleh, the Persian Prime Minister, offered his resignation some days ago, but the Shah has not yet accepted it. His reasons seem to be his inability to meet the Court's financial requirements and the difficulty of coping with the military situation in Northern Persia owing to the impossibility of obtaining any answers from London.

I understand that nearly two months ago the Prime Minister, with British military approval, put forward a scheme for immediately concentrating the available military resources from Ispahan and elsewhere in a Persian expeditionary force for the north, but as he was without funds he requested Great Britain to agree to finance the expedition immediately out of promised Treasury advances. No reply was ever received. In the meantime the situation has grown worse and the Jangalis have joined the Bolshevists.

It is one instance among many of the apparent lack of co-ordination in our Imperial policy. While the Foreign Office and the War Office, the Government of India and the Treasury conduct a lethargic debate the point at issue disappears in a new and generally a worse situation. It is easily comprehensible that they must limit their military commitments in Northern Persia, but if simultaneously the Treasury treats Persia on the strictest step-motherly lines it is difficult to see what becomes of Britain's supposed policy, or what mutual benefits there are to show from the Anglo-Persian Agreement.

The impending resignation of the principal Persian author of the Agreement, following on the departure of Sir Percy Cox, raises large issues. Vossukh-ed-Dowleh is undoubtedly the ablest administrator in Persia. If he had been supported he could have put into effect the Anglo-Persian Military Commission's Report. If the difficulties with the Court could have been arranged he was prepared to summon the Mejliss (Persian Parliament), and the Bolshevist menace brings him fresh support. A Cabinet more Nationalist in colour, but willing to continue the Anglo-Persian Agreement, is now being sought. If found, such a Cabinet would probably ordain fresh elections, involving the further postponement of the Mejliss and an indefinite delay in giving effect to the Anglo-Persian Military Report. But undoubtedly the Agreement needs popularizing, and it will expire unless the Nationalists extend to it support, to which, on its merits, it is entitled. One of the objections offered to it—namely, the absence of a time limit—can doubtless easily be met. The situation with which the new British Minister is confronted is exceedingly difficult, and he is entitled to all possible support from London. Lord Curzon's well-known statesman's interest in Persia should assist in overcoming the delays caused by other Departments.

## RIP VAN WINKLE'S CHANCE.

### "GOOD WAGES" OFFERED TO SOUND SLEEPERS.

This surprising advertisement appeared the other day in the *Times* Personal Column:—

Required, healthy person able to sleep during the day, no work, but good sleeper essential; good wages; references, followed by the name of the Shetland United Knitters, Rosebery Avenue, E.C. It was not, as probably most readers believed, a joke or a hoax. Mr. Abel-Harry who speaks on behalf of the knitters, assures us that the advertisement is perfectly genuine, and that persons are wanted who can sleep for five or six hours during the day to demonstrate that with a single garment of pure hand-spun Shetland wool covering them it is impossible to feel or take cold.

As to the prospect of finding healthy persons able to sleep, as it is proposed they shall sleep during the day in exhibition rooms in various parts of the country, Mr. Abel-Harry is very hopeful. When he was an officer in the Army he noticed that men often slept for several hours after a route march, and he believes that there are many persons who, by rising early in the morning and taking a few hours' vigorous exercise—either rowing, cycling, or walking—will be able to sleep soundly at his exhibitions from eleven o'clock till four every day. Already some two hundred men and women, including a number of ex-officers, have offered to sleep for as many hours every day as the Shetland knitters wish.

## FEES FOR ADVICE.

### IF BY LAWYERS, WHY NOT BY PARSONS?

A writer in a prominent London morning paper says: Dr. Percy Dearmer has been putting forward the interesting proposal that parsons in these days of clerical impoverishment should charge a modest fee of three and fourpence for advice rendered. Certainly the average layman has not the remotest idea of the various kinds of letters which the postman drops into the clerical letter-box. Here are a few lines which the writer of this paragraph received the other morning from a correspondent in far-away Colorado. "I would like to know a Christian English girl. Can you help me out? I am thirty years old, have served two years in the U.S. Army, but am physically sound. There are not many girls in some of our towns, and I seem to get into those kinds of places. I am a little bashful, too, as I don't know many. Please let me hear from you and I will tell you more." There was no stamp enclosed, and the writer of the letter was quite unknown to the recipient of it. How much, one wonders, would Dr. Dearmer expect from a client like this? Three-and-fourpence!

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4 cases Window Glass "Green Colour"
4 " " " "Light brown Colour"
2 " " " "Yellow Colour"
2 " " " "Light blue Colour"

Size of the above Glass 30 by 60 inches, manufactured by Chance Bros. Co., Birmingham.

10 Rolls each 60 yds. Yellow Canvas.
60 Arco-lite-burns 95 per cent. Air, 5 per cent. Gasoline or Kerosine,—very useful lamp.
1 cask Chloride of Calcium.
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10 cases Cocoa and Milk.
20 cases Laundry Soap.
TERMS:—Cash on Delivery.

**CUTICURA HEALS BURNING ITCHING**

Breaking Out On Face. Very Painful. Did Not Get Any Sleep.

"I had a breaking out on my face that was very painful. It began like a pimple, and when it came to a head water ran down my cheek and everywhere it touched it burned terribly. I did not get a bit of sleep with the itching and burning.

"I saw an advertisement for Cuticura and I thought I would try them. I found great relief with the first application, and one box of Cuticura Ointment with the Cuticura Soap healed me." (Signed) Mrs. Mary M. Day, 31, Cherry St., Stafford, Eng.

With an apparent tendency to skin troubles you should use these fragrant emollients for toilet purposes. Soap to cleanse, Ointment to heal.

Soap 1s., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For sample each free address: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London. Also for mail orders with price. Cuticura Soap shaves without mug.

24-17

THE MENACE OF **INDIGESTION**

to the General Health should neither be ignored nor treated lightly. It is always wise to regard Indigestion as a serious menace—for this it is, most undoubtedly. Do not therefore dismiss a stomach ailment with the words:—"It is only indigestion!" Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include:—biliousness, constipation, flatulence, headache, failing appetite and other familiar forms of indisposition. Be prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measures against the menace of indigestion to Good Health by taking

**BEECHAM'S PILLS.**

Sold in boxes, labelled prices
[illegible]

116

SEAMEN'S INSTITUTE.
21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories. Motor Launch "Dayspring."

178

1256

Always specify
**KELWAY'S SEEDS.**

There is a reputation of 70 years behind the name.

IMPROVED { Farm root / Vegetable / Flower } SEEDS.

Ask your seedsman to INDENT on us and we will fill at lowest current prices giving prompt attention and despatch.
Send cash and avoid delay.

**KELWAY & SON,**
Wholesale seed growers,
LANGPORT ... ENGLAND.
Cable: KELWAY, LANGPORT.

THE NEW FRENCH REMEDY.

**THERAPION No. 1**
**THERAPION No. 2**
**THERAPION No. 3**

No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. [illegible]
SEE TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO GENUINE PACKETS.

There's no Sweeter Tobacco which comes from Egypt and no better brand than the

**"MELACHRINO"**

Nos. 1, 4, 5, 8 and 9

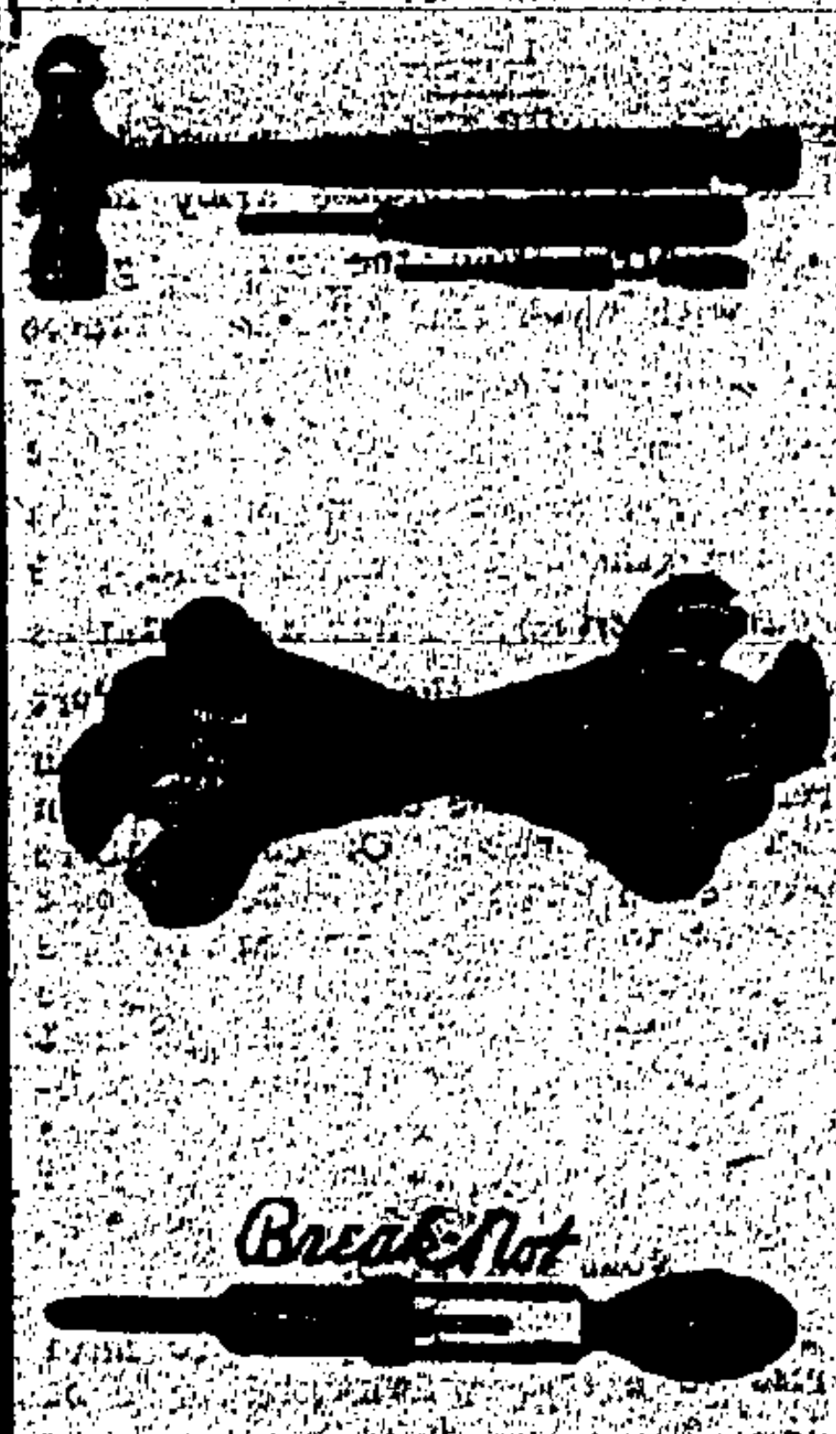
SOLD BY

**TABAQUERIA FILIPINA,**

NO. 19, ICE HOUSE STREET,

Telephone 3559.

93



JUST ARRIVED.

A FURTHER STOCK OF MOST USEFUL TOOLS FOR MOTORISTS.

**UNION ENGINEERING CO., LTD.,**

York Building,
Chater Road.

125

THE Exact Materials used by BRITISH WAR OFFICE for their WATERPROOF COVERS
ALSO
ALL MOTOR BODY FITTINGS
Write for list to—
G. JOHNSTON, 173/177, Shaftesbury Avenue, W.C.2. LONDON, ENGLAND.

**WATERHOUSE LINE.**

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers
For
SEATTLE—TACOMA—VICTORIA—VANCOUVER
via Kobe and Yokohama.

"DELIGHT" ... ... ... 8th September.
"MAQUAN" ... ... ... 10th October.

Further sailings to be announced later. Through Bills of Ladings issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,
3rd Floor, Hotel Mansions. Telephone 2607.

270

# DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

## NEW YORK

via Panama Canal.

S.S. "EGREMONT CASTLE" ... on or about 17th Sept.

## LLOYD TRIESTINO

For SHANGHAI & JAPAN

S.S. "HUNGARIA" ... on or about 31st August.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

via SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK" ... on or about 6th September.
S.S. "HUNGARIA" ... on or about 3rd October.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN.

S.S. "SAMARANG MARU" ... sailing on or about 27th Aug.
S.S. "RIOJUN MARU" ... sailing on or about 14th Sept.

For JAVA.

S.S. "BORNEO MARU" ... sailing on or about 29th Aug.
S.S. "HOKUTO MARU" ... sailing on or about 14th Sept.
S.S. "SAMARANG MARU" ... sailing on or about 5th Oct.

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA,

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

connecting with

S.S. "UMONA" sailing from CALCUTTA ... on or about 30th August.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.,
Agents.

110

# N. Y. K.

## NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

**SEATTLE & VICTORIA** via Manila, Keelung, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila) ... ... Saturday, 11th Sept., at 11 a.m.
KATORI MARU ... ... ... ... ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU ... ... ... ... ... Friday, 8th Oct., at 11 a.m.

**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

SHIDZUOKA MARU ... ... ... ... Thursday, 26th Aug., at Noon
KAGA MARU ... ... ... ... ... Friday, 3rd Sept., at Noon
YOKOHAMA MARU ... ... ... ... Friday, 17th Sept., at Noon.

**HAMBURG, LONDON & ANTWERP** via Singapore, Colombo Suez and Port Said.

**LIVERPOOL & MARSEILLES** via Singapore, Colombo, Suez and Port Said.

KANAGAWA MARU ... ... ... ... Friday, 20th August.
TOTTORI MARU ... ... ... ... ... End of September.

**MELBOURNE & SYDNEY** via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... ... ... ... ... Thursday, 19th Aug., at 11 a.m.
TANGO MARU ... ... ... ... ... Wednesday, 22nd Sept., at 11 a.m.

**NEW YORK** via Suez Canal.

AKITA MARU ... ... ... ... ... Wednesday, 25th August.
CALCUTTA MARU ... ... ... ... Monday 20th September.

**SOUTH AMERICAN PORTS** via Singapore, Rangoon, Calcutta, Durban & Cape Town.

**BOMBAY & COLOMBO** via Singapore.

TENSHIN MARU ... ... ... ... Monday, 23rd August.

**CALCUTTA & RANGOON** via Singapore & Penang.

CEYLON MARU ... ... ... ... ... Thursday, 26th August.
BOMBAY MARU ... ... ... ... ... Saturday, 4th September

**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.

TANGO MARU ... ... ... ... ... Thursday, 19th Aug., at 11 a.m.

**SHANGHAI, KOBE & YOKOHAMA.**

NAGATO MARU ... ... ... ... ... Saturday, 21st August.
TAMBA MARU ... ... ... ... ... Tuesday, 24th Aug., at 11 a.m.
TOTOMI MARU ... ... ... ... ... Thursday 26th August.

For further information apply to—NIPPON YUSEN KAISHA
Telephone Nos. 292 & 293. S. YASUDA, Manager.

# AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

| Steamer | Arr. Hongkong from Australia | Lv. Hongkong for Australia |
|---|---|---|

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout, and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. 1421

# THE NEW PRIME MINISTER OF CANADA.

## THE HON. ARTHUR MEIGHEN.

The Hon. Mr. Meighen who succeeds Sir Robert Borden as Prime Minister will be the first Western man to take over the chief executive office of Canada. While he is a native of Ontario, Mr. Meighen has spent practically his whole life in the West. He has represented Portage la Prairie, Man., since 1908. Mr. Meighen was also the man who went with Sir Robert Borden to England in 1917 to attend the Imperial Conference. He is a barrister by profession, having graduated from Toronto University in 1893. He is also remembered as the man who fathered the Compulsory Military Service Act and carried it through the House.

### PRESS COMMENT.

The *Montreal Gazette* says editorially: "Circumstances have long designed him as the most likely of the actual Ministers to take up the heavy work of the Premiership and revive the party enthusiasm that has been allowed to decline. In no task that has been given to him has he failed. He has the respect of all sections of Parliament, tribute to his capacity, industry and attention to his duties. The country can depend upon it that as he has grown with his opportunities in the past, so will he grow with those which now confront him."

The *Quebec Chronicle* says: "There can be no question but that Mr. Meighen is the best man available within the ranks of the Government party to carry on the policies of the retiring leader. The needs of the hour call for a vigorous fighter, which Mr. Meighen is to a pre-eminent degree. Young, tireless, resourceful and possessing a keen judgment of men and events, the new Premier combines within himself the fundamental assets required for political leadership, as his comparatively brief, but brilliant career, bears witness."

The Toronto *Globe*, says: "The Premier-designate is a Conservative who acknowledges no hyphenated limitations. The old line Tories who have been calling for a return to pre-war Conservative policies and for the reorganization of the party under a fighting leader, will follow Mr. Meighen gladly. He is not only 'true blue' politically, but he is a first-rate fighting man. Whether he will be able to resist the tendency to embitter political life by scattering about the flouts and jeers of which he is a master, remains to be seen. Responsibility may lessen pugnacity, and increasing years may ripen a disposition that has more than its share of acidity." Discussing the attitude of Liberals elected as Liberal-Unionists in 1917, the *Globe* says that their position is humiliating, and that "some of them—both East and West—are reasonably certain to notify Mr. Meighen that the reconstructed Conservative Government can no longer command their support."

### ALBERTAN OPINION.

The *Morning Albertan*, Clagary, says: "Mr. Meighen is a Tory. That is the worst that can be said of him, but at a time when there should be no place in public life for any but forward-looking men with liberal ideas, it is a serious blemish. He is competent and hard-working, but even though he is a Westerner, his selection will set no heather on fire in this part of Western Canada. With Meighen as a leader, the Government will not get a handful of supporters from the Prairies in the next election."

The Toronto *Mail and Empire* says: "Though a young man, Mr. Meighen is a veteran in politics. There is no keener mind in public life. He has an experience of office and a political training that qualifies him for the Premiership. With all the questions that are now before the country Mr. Meighen is familiar. There is no closer student of our affairs than he has been. He will prove an acceptable leader, and we hope the country will have the good fortune to have him long at the head of its affairs."

The *World* says: "Hon. Arthur Meighen has earned his spurs on many a hard-fought field, and comes to his high office after a long and varied experience. He is by nature a partisan, but after all we still have party Government in Canada. He may be trusted to organize his followers, to boldly announce his policy, and prepare to carry on an aggressive campaign. Although a Western man, he is an outspoken upholder of the national policy, and upon every issue that may arise he can be trusted to declare himself with frankness and decision."

*Le Canada* Montreal, says: It is logical that the successor to Sir Robert Borden should be Hon. Arthur Meighen. Unionism was born of his astuteness. He has provided the means by which it has lived and subsisted. Mr. Meighen is the damned soul of Unionism and to-day is reaping a sad recompense. That is to say, a lamentable succession without a future.

The *Evening Times* St. John, N.B., gives Mr. Meighen credit for courage, ability and resourcefulness, and says he is a man of action, but says his friends might well wish that he came to the Premiership under more favourable conditions, "for the country was neither consulted nor considered in the formation of the new party with a long name." One of his first acts must be to return to the Maritime Provinces their proper representation in the Government, and he will be judged here at the outset by his interpretation of the word "national" in the party name. He must give the East the square deal it has not been getting in the past."

# SPECULATION IN SOVEREIGNS.

An extraordinary feature of the Bombay bullion market is that the price of sovereigns has advanced to Rs. 15/4 for spot and Rs. 14 for shipment. The bazaar, says a wire of July 22nd, was under the belief that sovereigns would be available at the currency offices at Rs. 10, and as they find that they cannot get them from the Government at any price they are buying sovereigns at fancy quotations and have started hoarding gold. There is now wild speculation in gold bullion all over the country, and funds that are necessarily vital for the support of Government loans and the development of our trade and industries are to be buried underground. As the Hindoo marriage season is over there is no genuine demand for gold for industrial purposes.

# WEATHER REPORT.

August 16th, at 11.40.—No returns from Japanese stations.

Pressure has increased slightly at Shanghai and Cape St. James and decreased slightly elsewhere. The typhoon or depression near Guam appears to be moving very slowly northwards.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 74.04 inches against an average of 58.77 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| District | Forecast |
|---|---|
| Hongkong to Gap Rock | S.W. or variable winds, moderate; fair. |
| Formosa Channel | The same as No. 1. |
| South coast of China between Hongkong and Lamocks | The same as No. 1. |
| South coast of China between Hongkong and Hainan | The same as No. 1. |

## CHINA COAST METEOROLOGICAL REGISTER.

AUGUST 16TH, A.M.

| Station | Hour | Barometer at Sea Level | Temperature | Humidity | Wind Direction | Wind Force | Weather |
|---|---|---|---|---|---|---|---|
| Vladivostock | 6 a. | 29.85 | 69 | — | ESE | 1 | o |
| Nemuro | 5 a. | — | — | — | — | — | — |
| Hakodate | " | — | — | — | — | — | — |
| Tokio | " | — | — | — | — | — | — |
| Kochi | " | — | — | — | — | — | — |
| Nagasaki | " | — | — | — | — | — | — |
| Kagoshima | " | — | — | — | — | — | — |
| Oshima | " | — | — | — | — | — | — |
| Naha | " | — | — | — | — | — | — |
| Ishigakijima | " | — | — | — | — | — | — |
| Bonin Island | " | — | — | — | — | — | — |
| Weihaiwei | 6 a. | 29.84 | 70 | 75 | W | 1 | b |
| Hankow | " | — | — | — | — | — | — |
| Ichang | " | — | — | — | — | — | — |
| Kinkiang | " | — | — | — | — | — | — |
| Changsha | " | — | — | — | — | — | — |
| Shanghai | " | 29.83 | 70 | 92 | N | 1 | b |
| Gutzlaff | " | 29.76 | 77 | 77 | N | 4 | b |
| Sharp Peak | 7 a. | 29.76 | 81 | 89 | NE | 2 | o |
| Amoy | 6 a. | 29.72 | 81 | 89 | NE | 1 | o |
| Swatow | " | — | — | — | — | — | — |
| Taihoku | " | 29.75 | 75 | 98 | — | 0 | b |
| Taichu | " | 29.75 | 75 | — | — | 0 | b |
| Tainan | " | 29.74 | 75 | — | WSW | 2 | o |
| Koshun | " | 29.75 | 75 | — | — | 0 | o |
| Pescadores | " | 29.74 | 79 | — | S | 4 | o |
| Canton | " | 29.77 | 80 | 87 | SSW | 1 | o |
| Hongkong | " | 29.75 | 81 | 85 | W | 2 | o |
| Gap Rock | " | 29.74 | — | — | SW | 3 | c |
| Macao | " | 29.74 | 81 | 84 | SSW | 4 | b |
| Wuchow | 9 a. | — | — | — | — | — | — |
| Hoihow | " | — | — | — | — | — | — |
| Pakhoi | " | — | — | — | — | — | — |
| Phulien | 7 a. | 29.74 | 81 | 90 | S | 2 | o |
| Tourane | " | 29.75 | 81 | — | SW | 2 | b |
| Cape St. James | " | 29.81 | 85 | — | SW | [illegible] | b |
| Aparri | 6 a. | — | — | — | — | — | — |
| Dagupan | " | — | — | — | — | — | — |
| Manila | " | 29.76 | 75 | 96 | — | 0 | o |
| Legaspi | " | 29.74 | 73 | 96 | W | 1 | b |
| Tacloban | " | — | — | — | — | — | — |
| Iloilo | " | 29.75 | 75 | 94 | — | 0 | o |
| Surigao | " | — | — | — | — | 1 | — |
| Guam | 4 20 | 29.87 | — | — | W | 6 | o |
| Labuan | 6 a. | 29.77 | 80 | 78 | S | — | o |

C. W. JEFFRIES, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, t tenths and hundreds.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 16th.

| | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer | 29.76 | 29.75 | 29.73 |
| Temperature | 87 | 81 | 86 |
| Humidity | 76 | 85 | 78 |
| Wind Direction | West | West | West |
| Wind Force | 4 | 2 | 2 |
| Weather | c | o | c |
| Rain | — | — | — |

Highest open-air Temperature on 15th ...87

Lowest open-air Temperature on 16th ...79

## HONGKONG TIDE TABLE.

From August 17th to 23rd, 1920.

| Days of Week | Days of Month | High Water: H'kong Standard Time | High Water: Height | Low Water: H'kong Standard Time | Low Water: Height |
|---|---|---|---|---|---|
| | | h. m. | ft. in. | h. m. | ft. in. |
| Tues. | 17 | m 11 37 | 6 7 | m 4 44 | [illegible] |
| | | 11 5 a | [illegible] 5 | 0 35 a | [illegible] |
| Wed. | 18 | | | m 5 17 | 2 4 |
| | | 0 34 a | 6 0 | 6 13 a | 2 3 |
| Thur. | 19 | m 11 22 | 5 6 | m 6 31 | [illegible] |
| | | 1 12 a | [illegible] | 6 47 a | 2 8 |
| Fri. | 20 | m 1 8 | 5 7 | m 7 28 | 2 9 |
| | | 2 6 a | 4 7 | 7 18 a | [illegible] 2 |
| Satur. | 21 | m 1 58 | 5 7 | m [illegible] | 3 1 |
| | | 3 4 a | 4 2 | [illegible] 5 a | 3 0 |
| Sun. | 22 | m [illegible] | 5 8 | m 10 48 | 3 0 |
| | | [illegible] | [illegible] | [illegible] | [illegible] |
| Mon. | 23 | m 4 18 | 5 8 | 0 4 a | 2 7 |
| | | 7 31 a | 4 2 | 10 2 a | [illegible] |

# INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

| | | |
|---|---|---|
| SHANGHAI & TSINGTAU via SWATOW | "HANGSANG" | Wed., 18th Aug., D'light |
| HAIPHONG via HOIHOW | "LOKSANG" | Wed., 18th Aug., D'light |
| STRAITS & CALCUTTA | "LAISANG" | Wed., 18th Aug., 3 p.m. |
| SHANGHAI | "KWONGSANG" | Thu., 19th Aug., D'light |
| MANILA | "LOONGSANG" | Fri., 20th Aug., 3 p.m. |
| KOBE | "KUMSANG" | Sat., 21st Aug., 5 p.m. |
| TIENTSIN | "CHIPSHING" | Tues., 24th Aug., D'light |

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation sailing from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

# CALCUTTA LINE.

S.S. "LAISANG"

will be despatched on or about Aug., 18th, at 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transhipment at Singapore) to RANGOON, PORT SWETTENHAM MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,
GENERAL MANAGERS.

TELEPHONE No. 215.

# GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

| Vessel | Due Hongkong |
|---|---|
| "CARNARVONSHIRE" | 19th Aug. |
| "GLENAVY" | 20th Aug. |
| "PEMBROKSHIRE" | 12th Sept. |

HOMEWARDS.

| Vessel | Leaves Hongkong | Discharges |
|---|---|---|
| M/V. "GLENAMOY" | about 28th Aug. | LONDON & ROTTERDAM. |
| S/S. "GLENSANDA" | " 6th Sept. | LONDON & ANTWERP. |
| M/V. "GLENARIFFE" | Middle of September | GENOA, LONDON & ANTWERP. |
| "CARNARVONSHIRE" | End of Sept. | GENOA & LONDON. |

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,
AGENTS: The Glen Line, Ltd.
The Royal Mail Steam Packet Co.
Owners of "Shire" Line.

Te. No. 21 sub.5 ex 23.

Cable Address:
Kawakisen, Kobe.
Bentley's, A.B.C. 5th Ed.
and Scott's Codes.

Telephone: Sannomiya [illegible]

# KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ............ ¥20,000,000

President: Mr. Y. Kawasaki.
Vice-President: Mr. K. Matsukata.
Managing Director: Mr. [illegible]

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, [illegible], Kobe.

183

## SHIPPING NEWS

### ARRIVALS.

August 15th.

*far*, Norwegian str., 1,102 tons, Capt. Olsen, from Saigon, with a cargo of rice.—Thoresen & Co.

*tern*, British str., 3,580 tons, Capt. Gordon, from Moji, with a general cargo.—M. M. & Co.

*ai Wah*, Chinese str., 402 tons, Capt. Kwok Kwai, from Tourane, with a general cargo.—Wai Hing.

August 16th.

*inous*, British str., 4,278 tons, Captain Caiñ, from Shanghai, with a general cargo.—B. & S.

*uen On*, Chinese str., 234 tons, Captain Chan Chau, from Kwang Chow Wan, with a general cargo.—Lee Hong.

*ntsend*, British str., 5,118 tons, Captain Stuart, from Vladivostock, in ballast.—J. M. & Co.

*wong Sang*, British str., 1,428 tons, Capt. Bulard, from Shanghai and Swatow, with a general cargo.—J. M. & Co.

*isang*, British str., 2,225 tons, Capt. Mooney, from Kobe, with a general cargo.—J. M. & Co.

*ndsay Moller*, British str., 1,288 tons, Capt. Jones, from Hongay, with a cargo of coal.—Moller.

*nfa*, British str., 5,850 tons, Captain Woodgett, from New York and Shanghai, with a general cargo.—B. & S.

*inno Maru*, Japanese str., 1,358 tons, Capt. Hirada, from Keelung, with a cargo of coal.—O.S.K.

*nkiang*, British str., 1,610 tons, Captain Rickett, from Shanghai and Amoy, with a general cargo.—B. & S.

*aikoo Wan Yi*, British str., 1,522 tons, Capt. Martin, from Java and Cheribon, with a cargo of sugar.—B. & S.

### CLEARANCES.

August 14th.

*nmakuki Maru*, for Keelung.
*Dunera*, for Bombay.
*Hachiro Maru*, for Chingwantao.
*Hock Lee*, for Swatow.
*Hop Sang*, for Shanghai.
*Hydrangea*, for Swatow.
*Kashima Maru*, for Seattle.
*Kwong Lee*, for Canton.
*Kwong Tah*, for Shanghai.
*Mexico Maru*, for Rio de Janeiro.
*Szechuen*, for Canton.
*Toyakashi Maru*, for Seattle.
*Wa Sun*, for Kwong Chow Wan.
*Yingchow*, for Shanghai.
*Yei Maru*, for Chingwantao.

August 15th.

*Hokuto Maru*, for Moji.
*Nam Wan*, for Canton.
*Yuet Wah*, for Swatow.

August 16th.

*Cadaretta*, for Samarang.
*Chuen On*, for Kwong Chow Wan.
*Eastern*, for Melbourne.
*Haiyang*, for Sourabaya.
*Hwichow*, for Newchwang.
*Japan*, for Kobe.
*Kaiping*, for Haiphong.
*Kwong Sang*, for Canton.
*Monteagle*, for Vancouver.
*Oanfa*, for London.
*Pakhoi*, for Whampoa.
*Poo Lee*, for Tourane.
*Sinkiang*, for Canton.
*Tomashima Maru*, for Keelung.
*Yuet Shang*, for Swatow.

### SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Shanghai on August 14th and left there on August 15th. She is due at Manila on August 18th.

The s.s. *Bolton Castle* arrived at New York on August 2nd.

The P. & O. Co.'s s.s. *Khiva* left Singapore for this port on August 14th, and is due here on August 19th.

The B.I. Co.'s s.s. *Takada* left Moji for this port on August 14th, and is due here on August 18th.

The s.s. *Shinyo* Maru arrived at Yokohama on the 11th inst., and will sail on the 15th inst., being due at Hongkong on August 24th.

The N.Y.K. s.s. *Nagato Maru* (Liverpool line) left Singapore for this port on August 14th, and is expected here on August 20th.

### VESSELS EXPECTED.

*Ajax* (Blue Funnel line), due September 11th.
*Aki Maru* (Australian line), from Japan, due August 18th.
*Anyo Maru*, from Japan, due August 27th.
*Dakar Maru* (Hamburg line), due Sept. 6th.
*Empress of Russia*, due August 21st.
*Eurypylus*, due August 31st.
*Kanagawa Maru* (Liverpool line), from Japan, due August 20th.
*Kansas*, from New York, due August 28th.
*Knight of the Garter* (Blue Funnel line), due September 1st.
*Lahore*, from Shanghai, due August 17th, 5 a.m.
*Mentor*, from Liverpool, due August 22nd.
*Mishima Maru* (European line), due Sept. 8th.
*Sado Maru* (European line), due September 16th.
*Tango Maru*, from Sydney, due August 19th.
*Totomi Maru* (Calcutta line), due August 25th.
*Wakasa Maru* (Liverpool line), due Sept. 12th.
*Yetorofu Maru*, from Bombay, due August 30th.

## PASSENGERS.

DEPARTURES.

Per s.s. *Kashima Maru*, on August 16th:—Mr. T. Daniel Frawley, Mr. Osborne, Mr. L. Yates, Miss Bovard, Mrs. Ida Reichert, Mr. J. B. Van Wavern, Mr. A. Porter, Mr. C. S. Hynes, Mr. K. Atsuta, Mr. and Mrs. F. J. Andrew, Mr. and Mrs. W. E. M. Saul, Mr. H. O. Kaspersen, Miss Iva G. Sparks, Miss Fonda, Mrs. C. Farjeon, Miss Stevens, Miss Foria, Mr. Mathew, Mr. Morrison, Mr. Blyth, Mr. and Mrs. R. W. Simms, Mr. O. Stigten, Mr. and Mrs. P. J. Hamilton, Miss Dancel, Miss R. Natividad, Miss A. Natividad, Miss David, Mr. Bellis, Mr. Crosby, Mr. Michael, Mr. and Mrs. F. H. Sullivan, Mr. and Mrs. Filocamo, Misses Filocamo, Mr. H. McAshew, Mr. Jose Mathias, Miss Dorothy Barwald, and Mr. Bowman.

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Mr T. Thomas
Mr W. E. Tuttle
Col. & Mrs E. E. Wheeler and child
Mr R. C. Whitney
Miss Is Weinberger
Mr & Mrs R. J. Weir
Mr L. M. Williamson
Mr G. J. Wood

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Mr R. E. O. Bird
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Miss Taylor
Mrs T. Tobiassen
Maj.-Gen. F. Ventris
Mr H. H. Webster
Mr & Mrs Maurice Weil
Mr H. P. Williams
Mr A. Wilkinson
Mr & Mrs Winfield
Mr Marshall Wood
Maj. R. B. Young

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Mr & Mrs F. Hobbs
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Mr J. T. Mannix
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## VESSELS ADVERTISED AS LOADING

| DESTINATION | VESSEL'S NAMES | FLAG | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|
| BOSTON & NEW YORK via SUEZ | Ningchow | Brit. | The Bank Line, Ltd. | On 6th Sept. |
| NEW YORK via SUEZ CANAL | Akita Maru | Jap. | Nippon Yusen Kaisha | On 25th inst. |
| NEW YORK via PANAMA CANAL | Egremont Castle | Brit. | Dodwell & Co., Ltd. | About 12th Sept. |
| NEW YORK via JAPAN PORTS, SAN FRANCISCO &c. | Honolulu Maru | Jap. | Osaka Shosen Kaisha | On 9th Sept. |
| NEW YORK via SUEZ CANAL | Celtic Prince | Am. | Shewan, Tomes & Co. | Early Oct. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | Nanking | Am. | China Mail S.S. Co., Ltd. | On 20th inst. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | Nile | Am. | China Mail S.S. Co., Ltd. | On 28th inst. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | Shinyo Maru | Jap. | Toyo Kisen Kaisha | On 8th Sept. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | Persia Maru | Jap. | Toyo Kisen Kaisha | On 17th Sept. |
| SEATTLE, TACOMA, VICTORIA & VANCOUVER | City of Spokane | Am. | The Admiral Line Pacific S.S. Co. | About 19th inst. |
| SEATTLE, TACOMA, VICTORIA, VANCOUVER &c. | Delight | Am. | Frank Waterhouse & Co. | About 8th Sept. |
| SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c. | Fushimi Maru | Jap. | Nippon Yusen Kaisha | On 11th Sept., at 11 A.M. |
| PORTLAND | Craxet | Am. | The Admiral Line Pacific S.S. Co. | About 22nd inst. |
| VANCOUVER via SHANGHAI & JAPAN, &c. | Monteagle | Brit. | Canadian Pacific O. S. Ltd. | On 17th inst. |
| VANCOUVER via SHANGHAI & JAPAN, &c. | Empress of Russia | Brit. | Canadian Pacific O. S. Ltd. | On 26th inst. |
| VICTORIA, SEATTLE & VANCOUVER | Ixion | Brit. | Butterfield & Swire | On 20th inst. |
| VICTORIA, VANCOUVER, SEATTLE & TACOMA | Africa Maru | Jap. | Osaka Shosen Kaisha | On 20th inst. |
| MARSEILLES & LONDON via S'PORE, PANG &c. | Lahore | Brit. | P. & O.-B. I. & A. L. | On 18th inst., at D'light. |
| MARSEILLES via HAIPHONG, SAIGON, S'PORE &c. | Amazone | Fren. | Messageries Maritimes | About 26th inst. |
| LIVERPOOL & MARSEILLES via SINGAPORE, C'BO &c. | Kanagawa Maru | Jap. | Nippon Yusen Kaisha | On 20th inst. |
| HAVRE & LIVERPOOL | Alcinous | Brit. | Butterfield & Swire | On 19th inst. |
| GENOA, MARSEILLES, GLASGOW & LIVERPOOL | Bellerophon | Brit. | Butterfield & Swire | On 21st inst. |
| LONDON, AMSTERDAM & ANTWERP | Oanfa | Brit. | Butterfield & Swire | On 17th inst. |
| LONDON & ANTWERP via SINGAPORE, PENANG, &c. | Shidzuoka Maru | Jap. | Nippon Yusen Kaisha | On 20th inst., at Noon. |
| LONDON & HAMBURG | Prometheus | Brit. | Butterfield & Swire | On 21st inst. |
| LONDON & ROTTERDAM | Glenamoy | Brit. | Jardine, Matheson & Co., Ltd | About 28th inst. |
| LONDON, AMSTERDAM & HAMBURG | Protesilaus | Brit. | Butterfield & Swire | On 31st inst. |
| LONDON, ANTWERP & ROTTERDAM &c. | Alps Maru | Jap. | Osaka Shosen Kaisha | On 7th Sept. |
| LONDON | Kansas | Brit. | The Bank Line, Ltd. | On 10th Sept. |
| ROTTERDAM & HAMBURG | Toba | Brit. | Butterfield & Swire | Beginning of Sept. |
| MAURITIUS & DELAGOA BAY | Lindsay Moller | Brit. | Innes & Manu | On 22nd inst. |
| BOMBAY & COLOMBO | Luzon Maru | Jap. | Osaka Shosen Kaisha | On 24th inst. |
| STRAITS & CALCUTTA | Laisang | Brit. | Jardine, Matheson & Co., Ltd. | On 18th inst., at 3 P.M. |
| BOMBAY & COLOMBO via SINGAPORE | Tenshin Maru | Jap. | Nippon Yusen Kaisha | On 23rd inst. |
| SINGAPORE, PENANG & BELAWAN-DELI | Van Waerwyck | Dut. | Java-China-Japan-Lijn | On 17th inst. |
| SINGAPORE, PENANG, C'BO, BRINDISI VENICE, &c. | Innsbruck | Brit. | Dodwell & Co., Ltd. | About 6th Sept. |
| CALCUTTA via STRAITS & RANGOON | Takada | Brit. | P. & O.-B. I. & A. L. | About 19th inst. |
| CALCUTTA & RANGOON via SINGAPORE & PENANG | Ceylon Maru | Jap. | Nippon Yusen Kaisha | On 26th inst. |
| LOS ANGELES CALIFORNIA, U.S.A. | West Hika | Am. | Los Angeles Pacific Nav. Co. | About 23rd inst. |
| AUSTRALIAN PORTS via MANILA | Aki Maru | Jap. | Nippon Yusen Kaisha | On 19th inst., at 11 A.M. |
| AUSTRALIAN PORTS via SANDAKAN | Eastern | Brit. | P. & O.-B. I. & A. L. | On 17th inst., at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | Hwah Ping | Chi. | The China & Australia S.S. Co. | On 12th Sept. |
| SOUTH AMERICAN PORTS via CAPE | Penang Maru | Jap. | Nippon Yusen Kaisha | On 13th inst. |
| SYDNEY & MELBOURNE | Kunajiri Maru | Jap. | Osaka Shosen Kaisha | On 25th Sept. |
| BUENOS AIRES, RIO DE JANEIRO, SANTOS, &c. | Chicago Maru | Jap. | Osaka Shosen Kaisha | On 9th Sept. |
| VALPARAISO via JAPAN, HONOLULU, SAN F'CISCO &c. | Anyo Maru | Jap. | Toyo Kisen Kaisha | On 9th Sept. |
| JAPAN PORTS | Madras Maru | Jap. | Osaka Shosen Kaisha | On 30th inst. |
| JAPAN | Semarang Maru | Brit. | Dodwell & Co., Ltd. | About 27th inst. |
| YOKOHAMA | Tjileboet | Dut. | Java-China-Japan Lijn | About 19th inst. |
| KOBE | Kumsang | Brit. | Jardine, Matheson & Co., Ltd. | On 28th inst., at 5 P.M. |
| NAGASAKI, KOBE & YOKOHAMA | Tango Maru | Jap. | Nippon Yusen Kaisha | On 19th inst., at 11 A.M. |
| TIENTSIN | Chipshing | Brit. | Jardine, Matheson & Co., Ltd. | On 24th inst., at D'light. |
| SHANGHAI, KOBE & YOKOHAMA | Paul Lecat | Fren. | Messageries Maritimes | About 17th inst. |
| SHANGHAI & TSINGTAO via SWATOW | Hangsang | Brit. | Jardine, Matheson & Co., Ltd. | On 18th inst., at D'light |
| SHANGHAI | Sinkiang | Brit. | Butterfield & Swire | On 19th inst., at Noon. |
| SHANGHAI & TSINGTAO | Chenan | Brit. | Butterfield & Swire | On 21st inst., at 4 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | Nagato Maru | Jap. | Nippon Yusen Kaisha | On 21st inst. |
| SHANGHAI & JAPAN | Khiva | Brit. | P. & O.-B. I. & A. L. | About 21st inst. |
| SHANGHAI & JAPAN | Hungaria | Brit. | Dodwell & Co. Ltd. | About 31st inst. |
| AMOY, SHANGHAI & PUKOW | Szechuen | Brit. | Butterfield & Swire | On 17th inst., at 4 P.M. |
| SWATOW, AMOY & FOOCHOW | Haiching | Brit. | Douglas Lapraik & Co. | On 17th inst., at 2 P.M. |
| SWATOW & BANGKOK | Chinhua | Brit. | Butterfield & Swire | On 17th inst., at Noon |
| SWATOW, AMOY & FOOCHOW | Hailoong | Brit. | Douglas Lapraik & Co. | On 20th inst., at 2 P.M. |
| SWATOW, AMOY & FOOCHOW | Haihong | Brit. | Douglas Lapraik & Co. | On 24th inst., at 2 P.M. |
| HAIPHONG via HOIHOW | Loksang | Brit. | Jardine, Matheson & Co., Ltd | On 18th inst., at D'light. |
| HOIHOW, PAKHOI & HAIPHONG | Kaifong | Brit. | Butterfield & Swire | On 20th inst., at 9 A.M. |
| TAKAO via SWATOW & AMOY | Soshu Maru | Jap. | Osaka Shosen Kaisha | On 28th inst. |
| MANILA | Loongsang | Brit. | Jardine, Matheson & Co., Ltd | On 20th inst., at 3 P.M. |
| MANILA, CEBU & ILOILO | Taming | Brit. | Butterfield & Swire | On 24th inst., at 4 P.M. |
| JAVA | Tjikembang | Dut. | Java-China-Japan Lijn | About 20th inst. |
| JAVA | Borneo Maru | Brit. | Dowell & Co., Ltd. | About 29th inst. |
| SAIGON, BANGKOK & SINGAPORE | Shisen Maru | Jap. | Osaka Shosen Kaisha | On 1st Sept. |

CP OS

SAILINGS
HONGKONG to VANCOUVER
via Shanghai, Nagasaki (*Moji) Kobe & Yokohama

| Steamers | From Hongkong | Due Vancouver |
|---|---|---|
| * MONTEAGLE | Aug. 17 | Sept. 5 |
| EMPRESS OF RUSSIA | Aug. 26 | Sept. 13 |
| EMPRESS OF JAPAN | Sept. 14 | Oct. 5 |
| EMPRESS OF ASIA | Sept. 23 | Oct. 11 |
| EMPRESS OF RUSSIA | Oct. 21 | Nov. 8 |
| * MONTEAGLE | Oct. 26 | Nov. 19 |
| EMPRESS OF JAPAN | Nov. 9 | Nov. 30 |
| EMPRESS OF ASIA | Nov. 18 | Dec. 6 |
| EMPRESS OF RUSSIA | Dec. 16 | Jan. 3 |
| * MONTEAGLE | Dec. 31 | Jan. 24 |

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

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LONDON ... ... ... ... "SWAZI" ... ... 20th Sept.

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|---|---|---|---|
| SWATOW and BANGKOK ........ | "CHINHUA" ...... | On 17th Aug., | Noon. |
| AMOY, SHANGHAI & PUKOW... | "SZECHUEN" ... | On 17th Aug., | 4 P.M. |
| SHANGHAI ... ........ | "SINKIANG" ...... | On 19th Aug., | Noon. |
| HOIHOW, PAKHOI & HAIPHONG | "KAIFONG" ........ | On 20th Aug., | 9 A.M. |
| SHANGHAI & TSINGTAO | "CHENAN" ........ | On 21st Aug., | 4 P.M. |
| AMOY, SHANGHAI & PUKOW... | "SUIYANG" ...... | On 24th Aug., | 10 A.M. |
| MANILA, CEBU & ILOILO ........ | "TAMING" ........ | On 24th Aug., | 4 P.M. |

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger. Electric Light and Fans in [illegible] and [illegible].

FOR

## SWATOW, AMOY AND FOOCHOW
AND RETURN
(Occupying 8 to 10 Days).

| | | | |
|---|---|---|---|
| "HAICHING" ... ... ... | Capt. A. H. [illegible] | TUESDAY, | 17th Aug., at 2 P.M. |
| "HAILOONG" ... ... ... | Capt. J. R. Thomson | FRIDAY, | 20th Aug., at 2 P.M. |
| "HAIHONG" ... ... | Capt. W. C. [illegible] | TUESDAY, | 24th Aug., at 2 P.M. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

**DOUGLAS LAPRAIK & CO.,**
General Managers.

---

# LOS ANGELES PACIFIC NAVIGATION COMPANY
## TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

| Due Inwards | About | Sailing | About |
|---|---|---|---|
| S.S. WEST HIKA ... | Aug. 20th. | S.S. WEST HIKA ... | Aug. 23rd |
| S.S. VINITA ... ... | Sept. 12th. | S.S. VINITA ... ... | Sept. 15th. |
| S.S. WEST HIXTON ... | Oct. 7th. | S.S. WEST HIXTON ... | Oct. 10th. |

Through Bills of Lading to all U.S. and Canadian Overland Points [illegible]

Head Office—Los Angeles, Calif.
Branch Offices—Kobe, Shanghai,
Manila, Singapore.

Hongkong Office—[illegible] Chater Rd.
Tel. No. [illegible]

**CHAS. E. [illegible]**
General Agent for South China.

[illegible]

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# P. & O. — BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

## MAIL AND PASSENGER SERVICES

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

### PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|---|---|---|---|
| "LAHORE" (Cargo) | 5,300 | 18th Aug. D'light | Marseilles, London & Antwerp |
| "KALYAN" | 9,000 | 20th Aug. | Marseilles, London & Antwerp |
| "PLASSY" | 7,400 | 28th Aug. | Marseilles, London & Antwerp |
| "KHIVA" | 9,000 | 17th Sept. | Marseilles, London & Antwerp |

### BRITISH INDIA - APCAR SAILINGS (South)

| | | | |
|---|---|---|---|
| "TAKADA" | 7,000 | 19th Aug. | Straits, Rangoon & Calcutta |

### EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|---|---|---|---|
| "EASTERN" | 4,000 | 17th Aug. 4 P.M. | Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne. |

### SAILINGS TO SHANGHAI & JAPAN

| | | | |
|---|---|---|---|
| "KHIVA" | 9,000 | 21st Aug. | Shanghai & Japan. |
| "GREGORY APCAR" | 4,600 | 1st Sept. | Shanghai & Japan. |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the motion of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than [illegible] will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

**MACKINNON, MACKENZIE & CO.,**
Agents.
22, Des Voeux Road Central, HONGKONG.

1

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# O. S. K.
# OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

**LONDON, ANTWERP, ROTTERDAM & HAMBURG**
—Monthly direct service via Singapore and Port Said.
"ALPS MARU" ... (Call Marseilles) ... Tuesday, 7th Sept.
"ATLAS MARU" ... ... ... Saturday, [illegible] Sept.

**BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.**
"CHICAGO MARU" ... ... ... Thursday, 9th Sept.
"CANADA MARU" ... ... ... Tuesday, [illegible] Nov.

**BOMBAY & COLOMBO**—Regular fortnightly service via Singapore.
"SIAM MARU" ... ... ... Monday, 23rd Aug.
"LUZON MARU" ... ... ... Tuesday, 24th Aug.

**SAIGON, BANGKOK & SINGAPORE**—Regular Monthly service.
"SHISEN MARU" ... ... ... Wednesday, 1st Sept.

**SYDNEY & MELBOURNE**—Monthly service taking cargo to New Zealand and Pacific Island.
"KUNAJIRI MARU" ... ... ... Friday, [illegible] Sept.

**VICTORIA, VANCOUVER, SEATTLE & TACOMA**
Regular fortnightly services [illegible] at intermediate ports in Japan [illegible] taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
"AFRICA MARU" (calling Manila) ... ... Friday, 20th Aug.

**SAN FRANCISCO & NEW ORLEANS.**
"BORNEO MARU" ... ... ... Wednesday, 1st Sept.

**NEW YORK**—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.
"HONOLULU MARU" ... ... ... Thursday, 9th Sept.

**NEW ORLEANS LINE.**

**JAPAN PORTS**—[illegible], Kobe, Yokkaichi & Yokohama.
"MADRAS MARU" ... ... ... Monday, 30th August.

**KEELUNG via SWATOW & AMOY.**—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

**TAKAO via SWATOW & AMOY.**
"[illegible] MARU" ... ... ... Thursday, [illegible] August.

For sailing dates and further particulars please apply to—

**Y. YASUDA,**
[illegible]

Tel. No. 744 & 745.

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# T. K. K.
# TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
via Shanghai, The Inland Sea, Japan & Honolulu.
"The Pathway of the Sun."

| Steamers | | Tons | | Leave Hongkong |
|---|---|---|---|---|
| SHINYO MARU | ... ... | 22,000 | ... ... | ...Sept. 6th. |
| PERSIA MARU | ... ... | 9,000 | ... ... | ...Sept. 17th. |
| KOREA MARU | ... ... | 20,000 | ... ... | ...Sept. 30th. |
| SIBERIA MARU | ... ... | 20,000 | ... ... | ...Oct. 12th. |

## SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO

via Japan, Honolulu, Hilo, San Francisco, San Pedro, Salina Cruz, Balboa, Callao, Mollendo, Arica & Iquique.

Thence by Trans-Andean Route to Buenos Aires.

| Steamers | | Tons | | Leave Hongkong. |
|---|---|---|---|---|
| ANYO MARU | ... ... | 18,500 | ... ... ... ... | Sept. 9th. |
| SEIYO MARU | ... ... | 14,000 | ... ... ... ... | Nov. 9th. |

For full information regarding passengers, freight and sailings, apply to—

**Y. TSUTSUMI,** Manager,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.

35

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# MESSAGERIES MARITIMES.
## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| Destination | Steamer & Displacement | Sailing Dates |
|---|---|---|
| SHANGHAI, KOBE & YOKOHAMA ... | "PAUL LECAT" ... 20,000 ... | On or about 17th Aug. |
| | "ARMAND BEHIC" 10,000 | On or about 4th Sept. |
| MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID ... | "AMAZONE" ... ... 10,000 ... | On or about 20th Aug. |
| | "ANDRE LEBON" 22,000 ... | On or about 6th Sept. |

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

**R. BODENFUSER,**
Acting Agent,
Queen's Building.

Telephone 740.

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THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.
operating the following U.S. Shipping Board Steamers

**For SEATTLE, TACOMA, VICTORIA, VANCOUVER**
(Calling [illegible] Shanghai and Kobe)
"CITY OF SPOKANE" ... ... ... About Aug. 19th.

**For PORTLAND direct.**
(Calling at [illegible] and Kobe)
"COAXET" ... ... ... About Aug. 22nd.

**For SAN FRANCISCO and SEATTLE.**

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

## THE ADMIRAL LINE.

Telephones 2677 & 2678. Fifth Floor, Hotel Mansions.

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# PACIFIC MAIL S.S. CO.

U.S. MAIL LINE
Operating the new first-class steamers
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO,
via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
SAILINGS FROM HONGKONG AT NOON.

ALSO

## HONGKONG—CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada; also through Bills of Lading to Baltimore, Havana, Central and South American Ports.

For further information apply to—

**PACIFIC MAIL S.S. CO.,**
Hotel Mansions.
Cable Address "SOLANO."

Telephone 141.

## POST OFFICE NOTICE.

### INWARD MAILS.

| FROM | PER | DUE |
|---|---|---|
| SHANGHAI | Lahore | 17th Aug. |
| SAIGON | Paul Lecat | 17th Aug. |
| MANILA | West Nevis | 17th Aug. |
| MANILA | Lake Farmingdale | 17th Aug. |
| JAPAN | Takada | 18th Aug. |
| SHANGHAI | Chenan | 18th Aug. |
| JAPAN | Aki Maru | 18th Aug. |
| MANILA and AUSTRALIA | Tango Maru | 19th Aug. |
| STRAITS | Khiva | 19th Aug. |
| SHANGHAI and JAPAN | Kanagawa Maru | 20th Aug. |
| STRAITS | Nagato Maru | 20th Aug. |

### OUTWARD MAILS.

| FOR | PER | DATE |
|---|---|---|
| *Swatow and *Bangkok | Chinhua | Tuesday, 17th, 10.00 A.M. |
| Formosa via Keelung, Shanghai and N. China, Japan via Moji, Canada, United States, Central and South America, and *EUROPE via VANCOUVER B.C. | Monteagle | Tuesday, 17th.<br>Registration 9.15 A.M.<br>Letters 10.00 A.M. |
| Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ | Oanfa | Tuesday, 17th.<br>Registration 9.45 A.M.<br>Letters 10.30 A.M. |
| Swatow, Amoy, and Foochow | Haiching | Tuesday, 17th, 1.00 P.M. |
| Sandakan, Australia, and New Zealand via Thursday Island | Eastern | Tuesday, 17th,<br>Registration 1.45 P.M.<br>Letters 2.30 P.M. |
| Amoy, *Shanghai and *North China | Szechuen | Tuesday, 17th, 3.00 P.M. |
| Tourane | Kwai Wah | Tuesday, 17th, 5.00 P.M. |
| Shanghai, & N. China & Japan via Kobe | Paul Lecat | Tuesday, 17th, 5.00 P.M. |
| Formosa via Keelung | Shinano Maru | Tuesday, 17th, 5.00 P.M. |
| Swatow, *Shanghai and *North China | Hangsang | Tuesday, 17th, 5.00 P.M. |
| Hoihow and Haiphong | Loksang | Tuesday, 17th, 5.00 P.M. |
| Fremantle and Perth | Amherst | Tuesday, 17th, 5.00 P.M. |
| *Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marquis, *South Africa, *India via Dhanushkodi, Aden and *Egypt | Hunlsend | Tuesday, 17th, 5.00 P.M. |
| Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES | Lahore | Tuesday, 17th,<br>Registration 5.00 P.M.<br>Letters 5.00 P.M. |
| Straits, Bangkok, Calcutta and Aden | Laisang | Wednesday, 18th 3.00 P.M. |
| Philippine Islands, Australia and New Zealand, via Thursday Island | Aki Maru | Thursday, 19th,<br>Registered 8.45 A.M.<br>Letters 9.30 A.M. |
| Japan via Nagasaki | Tango Maru | Thursday, 19th, 10.00 A.M. |
| Shanghai, and N. China | Sinkiang | Thursday, 19th, 11.00 A.M. |
| Straits, Bangkok, Egypt and *EUROPE via LIVERPOOL | Alcinous | Thursday, 19th,<br>Registration 1.45 P.M.<br>Letters 2.30 P.M. |
| *Japan via Yokohama | Tjilebost | Thursday, 19th, 3.00 P.M. |
| Philippine Is., *Formosa via Keelung, *Shanghai, *North China, *Japan via Nagasaki, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA, B.C. | Africa Maru | Thursday, 19th<br>Registration 5.00 P.M.<br>Friday, 20th,<br>Letters 8.30 A.M. |
| Hoihow, Pakhoi and Haiphong | Kaifong | Friday, 20th, 8.00 A.M. |
| Swatow, Amoy and Foochow | Hai Loong | Friday, 20th, 1.00 P.M. |
| Philippine Islands | Loongsang | Friday, 20th, 2.00 P.M. |
| JAPAN via KOBE, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and *EUROPE via VANCOUVER, B.C. | Ixion | Friday, 20th<br>Registration 1.45 P.M.<br>Letters 2.30 P.M. |
| Shanghai and North China | Chenan | Saturday, 21st, 3.00 P.M. |
| Amoy *Shanghai and *North China | Suiyang | Tuesday, 24th, 9.00 A.M. |
| Shanghai, N. China, and Japan via Kobe | Tamba Maru | Tuesday, 24th, 10.00 A.M. |
| Swatow, Amoy and Foochow | Hai Hong | Tuesday, 24th, 1.00 P.M. |
| Philippine Islands | Taming | Tuesday, 24th, 3.00 P.M. |
| Straits, Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES | Shidzuoka Maru | Thursday, 26th,<br>Registration 9.45 A.M.<br>Letters 10.30 A.M. |
| | | —SEPTEMBER.— |
| Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES | Koga Maru | Friday, 3rd,<br>Registration 9.45 A.M.<br>Letters 10.30 A.M. |

* Correspondence bearing vessel's name only.

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# THE BLUE FUNNEL LINE.

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

### LONDON SERVICE
(DIRECT).

| | | |
|---|---|---|
| "OANFA" | 17TH AUG. | London, Amsterdam & Antwerp. |
| "PROMETHEUS" | 21ST AUG. | London & Hamburg. |
| "PROTESILAUS" | 31ST AUG. | London, Amsterdam & Hamburg. |
| "ACHILLES" | 9TH SEPT. | London, Amsterdam & Antwerp |
| "MENTOR" | 21ST SEPT. | London, Amsterdam & Antwerp. |

### LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

| | | |
|---|---|---|
| "ALCINOUS" | 19TH AUG. | Havre & Liverpool. |
| "BELLEROPHON" | 21ST AUG. | Genoa, Ms'lles, L'pool & Glasgow. |
| "RHESUS" | 4TH SEPT. | Havre & Liverpool. |
| "CYCLOPS" | 11TH SEPT. | Genoa, Ms'lles, L'pool & Glasgow. |

### PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

| | | |
|---|---|---|
| "IXION" | 20TH AUG. | Victoria, Seattle & Vancouver. |
| "TALTHYBIUS" | 6TH SEPT. | Victoria, Seattle & Vancouver. |
| "TYNDAREUS" | 6TH OCT. | Victoria, Seattle & Vancouver. |

### NEW YORK SERVICE
(VIA SUEZ OR PANAMA).
See separate joint advertisement.

### HOMEWARD PASSENGER SERVICE

| | | |
|---|---|---|
| "ALCINOUS" | 19TH AUG. | for Liverpool via Havre. |
| "MENTOR" | 21ST SEPT. | for London direct. |
| "STENTOR" | 8TH OCT. | for London direct. |
| "TEIRESIAS" | [illegible]TH OCT. | for London direct. |

FOR FREIGHT AND ALL INFORMATION APPLY TO—

**BUTTERFIELD & SWIRE,**
AGENTS.

[illegible]

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## COMMERCIAL.

### OPENING QUOTATIONS.

August 16th.

ON LONDON—
Telegraphic Transfer ... 4/3
Bank Bills, on demand ... 4/3¼
Bank Bills, at 30 days' sight ... 4/[illegible]
Bank Bills, at 4 months' sight ... 4/[illegible]
Credits, at 4 months' sight ... 4/[illegible]
Documentary Bills, 4 months' sight ... 4/[illegible]
ON PARIS—
Bank Bills, on demand ... [illegible]
Credits, 4 months' sight ... 1105
ON NEW YORK—
Bank Bills, on demand ... nom.
Credits, at 60 days' sight ... 78½
ON BOMBAY—
Telegraphic Transfer ... nom.
Bank Bills, on demand ... nom.
ON CALCUTTA—
Telegraphic Transfer ... nom.
Bank Bills, on demand ... nom.
ON SHANGHAI—
Bank bills, at sight ... nom.
Private, 30 days' sight ... nom.
ON YOKOHAMA—On demand ... 148
ON MANILA—On demand—Pesos ... 164
ON SINGAPORE—On demand ... 180½
ON BATAVIA—On demand ... 214
ON HAIPHONG—On demand ... nom.
ON SAIGON—On demand ... nom.
ON BANGKOK—On demand ... 50½
SOVEREIGNS, Bank's Buying rate ... $ 4.70 n.
GOLD LEAF 100 fine, per tael ... $24.80
BAR SILVER per oz ... 59¼d.

### SUBSIDIARY COINS.

| | | Per cent. | |
|---|---|---|---|
| Hongkong | ...20 cents piece | $0.00 | Discount. |
| Hongkong | ...10 | 0.06 | |
| Canton | ...20 | 8.35 | |
| Canton | ...10 | 0.00 | Premium. |

## BANKS

### HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919. [9

### THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

| | |
|---|---|
| Paid-up Capital | £3,000,000 |
| Reserve Fund | £3,000,000 |
| Reserve Liability of Proprietors | £3,000,000 |

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROOKATE,
Manager.

Hongkong, March 27th, 1920. [[illegible]

### THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

| | |
|---|---|
| Capital Subscribed | Yen 60,000,000 |
| Capital (Paid-up) | „ 37,500,000 |
| Reserve Funds | „ 7,0[illegible] |

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tokyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

Hongkong Branch,
3, Des Voeux Road, Central.
Hongkong, November 1st, 1919. [42

### THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

| | |
|---|---|
| Authorised Capital | £3,000,000 |
| Subscribed Capital | £1,800,000 |
| Paid-up Capital | £1,050,000 |
| Reserve Fund | £1,050,000 |

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

| | | | |
|---|---|---|---|
| Bombay | Hongkong | Kuala Lumpur | Rangoon |
| Calcutta | Howrah | Madras | Shanghai |
| Colombo | Kandy | New York | Singapore |
| Delhi | Karachi | Penang | |
| Galle | Kota Bharu | Port Louis (Mauritius). | |

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at [illegible] per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

E. O. WILSON,
Acting Manager.

1, Queen's Road Central,
Hongkong, [illegible] 1920. [14

### THE BANK OF EAST ASIA, LTD.

HEAD OFFICE—No. 8 Queen's Road Central.

| | |
|---|---|
| Paid-up Capital | $2,000,000.00 |
| Reserve Fund | 200,000.00 |

Directors:
Mr. Pong Wai Tung, Chairman.

| | |
|---|---|
| Mr. Chow Shoo Son, | Mr. Kan Ying Po, |
| Mr. Li Koon Chun, | Mr. Mok Ching Koog, |
| Mr. Fung Ping Shan, | Mr. Wong Yun Tong, |
| Mr. P. K. Kwok, | Mr. Chan Ching Shek. |

Mr. Ng Chang Lak.

Chief Manager—Kan Tong Po, Esq.
Asst. Manager—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 19th, 1920. [109

### BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

| | |
|---|---|
| Subscribed Capital | Frs. 72,000,000.00 |
| Paid up Capital | Frs. 88,400,000.00 |
| Reserve Funds | Frs. 69,587,203.54 |

BRANCHES

| | | |
|---|---|---|
| Bangkok | Hongkong | Saigon |
| Battambang | Mongtze | Shanghai |
| Canton | Noumea | Singapore |
| Djibouti | Papeete | Tientsin |
| Haiphong | Peking | Tourane |
| Hankow | Pnom-Penh | |
| Hanoi | Pondichery | |

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [76

### HONGKONG AND SHANGHAI BANKING CORPORATION.

| | |
|---|---|
| Paid-up Capital | $15,000,000 |
| Reserve Funds— | |
| Sterling | £1,500,000 |
| Silver | $[illegible] |
| Reserve Liability of Proprietors | $15,000,000 |

Court of Directors:
Hon. Mr. E. V. D. Parr—Chairman.
A. H. Compton, Esq.—Deputy Chairman.

| | |
|---|---|
| G. M. Dodwell, Esq. | Hon. Mr. J. Johnstone |
| G. T. M. Edkins, Esq. | A. O. Lang, Esq. |
| A. S. Gubbay, Esq. | W. L. Pattenden, Esq. |
| Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq. |

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

London Bankers:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920. [5

### BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

| | |
|---|---|
| AUTHORISED CAPITAL | F. 250,000,000 |
| SUBSCRIBED CAPITAL | F. 150,000,000 |
| PAID UP | F. 75,000,000 |
| SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC | F. 50,000,000 |

Chairman of the Board of Directors André Berthelot
General Manager A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

| | | |
|---|---|---|
| Lyons | Hongkong | [illegible] |
| Marseilles | Hanoi | Vladivostock |
| Peking | Singapore | [illegible] |
| Shanghai | Canton | [illegible] |
| Tientsin | Saigon | Yokohama |
| Hankow | Haiphong | Moukden |
| New York | London | Antwerp |

BANKERS:

IN FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

IN LONDON: London Joint City & Midland Bank Ltd.

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Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

[illegible] MONTARGIS,
Manager.

Hongkong, August 17th, 1920.

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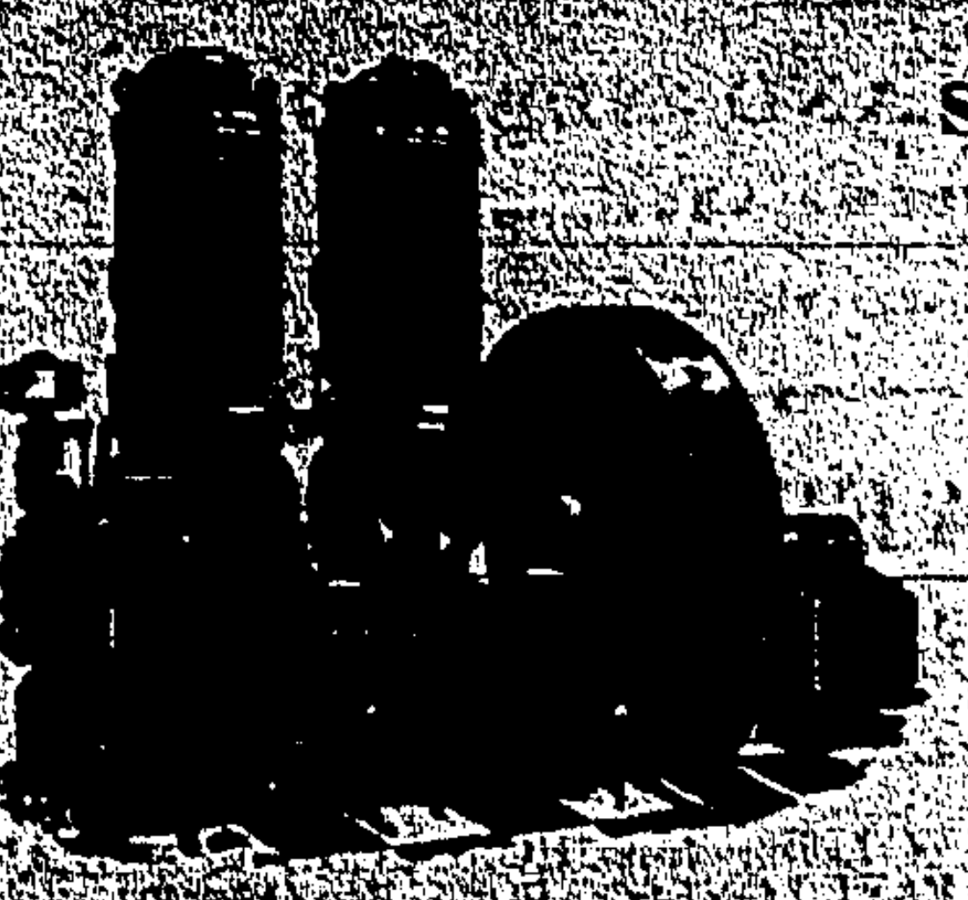
# VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES



100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE.

SIMPLICITY—
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A STANDARD SERIES FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA. [20

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# KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

## "VAN WAERWYCK"

will be despatched 17th August.

TO SINGAPORE PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to:—

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| SHANGHAI | TIENTSIN | MANILA | PEKING |
| HANKOW | CANTON | CHANGSHA | |

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

D. M. BIGGAR,
Hongkong Manager.

1131]

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### THE BANK OF CHINA

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

| | |
|---|---|
| Authorised Capital | $60,000,000.00 |
| Paid-up Capital | 12,279,800.00 |
| Reserve Funds | 3,197,492.05 |

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—10-11, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers—The National Provincial and Union Bank of England, Ltd.

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Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Remittances.

Interest on Fixed Deposits at the following rates:—

For 3 months ... [illegible] per annum.
For 6 months ... [illegible] per annum.
For 12 months ... [illegible] per annum.

[illegible]
Manager.

Hongkong, February [illegible], 1920. [[illegible]

### THE INDUSTRIAL & COMMERCIAL BANK, LTD.

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[illegible] Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 3 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

Y. USANG LY,
Manager.

Hongkong, July 7th, 1919. [[illegible]

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SHIPS CLOSET
BALTIC
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